RAILROAD MODEL Craftsman

35c

OCTOBER, 1952

√ Frank Ellison describes the construction of Umbrella sheds

Field Sketches √ Blueprints √ Fotoplans √ Swappers Column

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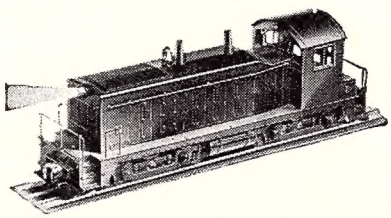

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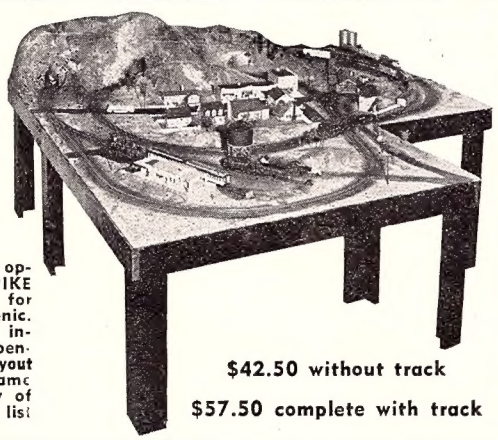

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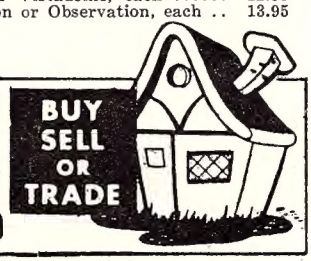

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Vol. 21, No. 5 October, 1952

Contents

RMC CONTEST WINNERS 7
MILWAUKEE ROAD FLAT CAR—By G. A. Stehle 10
WIRE WORK ON THE H&B—By Paul Garrison 12
SPERRY DETECTOR CAR—By Lloyd Giebner 15
RAILROAD FIELD SKETCHES 18
UMBRELLA SHEDS—By Frank Ellison 19
FOTOPLANS—Converting a Mantua Shifter 24
COMBINATION STATION (D.L.&W.) 26
INVERTING A LAYOUT 28
PHILLIPS YARD—By Dick Andrews 31
TEENAGERS ROUNDHOUSE—By Gus Frisco .. 36
TROUBLE SHOOTING A MODEL RAILROAD 38
SMALL HAND TOOLS 39
OFF'N THE TABLE TOP—By Glyn Lewis 40
YOUR NABOR'S PIKE 42
SHOPPERS DIGEST 46
SWAPPERS COLUMN 49
C. P. HUNTINGTON COLOR CHART 50
C. P. HUNTINGTON ..... Blueprint Supplement

THIS MONTH'S COVER: A portion of the vast HO gauge Gorre & Daphetid Railroad developed over the years by John Allen of Monterey, California. John actually snapped this shot himself by setting his camera for a time exposure then dashing to the other side of the layout to be included in the scene.

R.M.C. FEATURE #6

In these days of modern living, model railroading is a natural for high-strung nerves and long working hours. It affords both young and old alike complete relaxation. Years ago it was a major operation to build a locomotive or car model, however of late the trend has been towards easy-to-assemble "screw driver" kits and those construction projects which require a minimum of work.

In line with this trend, Railroad Model Craftsman Feature for October is a new series entitled "Modelers Sketchbook," a pageant of ideas which can be quickly converted into interesting models. For the most part, these projects can be fashioned from bits of cardstock and balsa and, generally, all subjects can be duplicated in less than one hour's time.

We know you'll find this new series a source of real enjoyment and, in our efforts to make it still better, we would appreciate any comments or suggestions you might have to offer.

At this time we'd like to refer back to Feature #4, The Swappers Column, which first appeared in our August issue. Frankly, the response to these free listings has been tremendous. "Advertisers" are reporting many inquiries on all items offered and new "advertisements" are being received daily. When sending in your listings please keep them short and abbreviate where possible. If readers will cooperate, we'll have plenty of space to list all "ads." Incidentally, if you haven't taken advantage of this section as yet, you're missing a good bet. We've yet to see a modeler who hasn't some excess equipment stored away that couldn't be swapped for some needed materials. Why not check your supplies **now.**

We hope you like the features already included in RMC and we know still other features, now on the drawing board, will prove equally as popular. If you have any ideas as to how we can supply you with even better building information each month, please let me know.—*Charles A. Penn*

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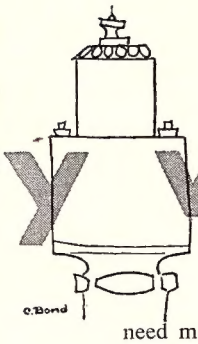

Light 'em for Realism

It seems to me that fellows like Wm. Hoskins (Aug. Safety) miss a great deal of satisfaction from our hobby by not using lights to full advantage. When building a model, either building, car or locomotive, it takes but a few minutes extra time to equip it with working lights. Chances are this Hoskins gent has never seen night operations on a complete pike. One such visit and he'll rip out all his dummy lights.

—Gene Richards

Still a Free Country

In the August issue, Phil Harbison questions your improvements. If all the trolley modelers and narrow gaugers are bats then we have quite a few bats in model railroading and I don't think any bats have ever registered for an NMRA convention. Model Railroading is made up of many different phases. In spite of taxes, this is still a free country and I welcome any phase of model railroading that will strengthen our hobby. Mr. Harbison seems to be letting off some of his "steam" and it's about time that someone let off some of their "electric current" and stick up for the "bats in the belfry." Narrow gaugers and trolleymen have just as much right to call themselves model railroaders as Mr. Harbison. Narrow gauge locos were the predecessors to the Pacifics and Big Boys. I sincerely hope that if Mr. Harbison has occasion to ride a trolley car or a subway he won't shy away. I'm sure he won't find any bats for conductors.

—Tom Campbell

Those Hefty Narrow Gaugers

Am very much amused that Gilbert Mahlon, in the July Safety Valve, claims hefty articulates and mountains for standard gauge roads only. They are also to be found on NG, in South Africa and elsewhere. The D&RG "mud-hens" were among the first 2-8-2 Mikado types built and looked very modern when most standard gauge locos still resembled steam tractors.

If Mr. Mahlon had been around in 1860, he would have been against narrow gauge then, most probably, but he would have been referring to the 4'8½" gauge. That is what our present standard was then called, by those who went for size alone and boosted the Erie's 6' width.

Interest in narrow gauge modeling is growing for very practical reasons: we can use curves of half the radius needed for standard; we can run longer drags in less space with shorter cars, and we need much less room for yards and terminals. And yet we have not reduced the modeling scale in running these smaller locos and cars. I am laying out the sides for an On-2 combine now. The prototype car was only 32' long but it was man-sized. This means that the car will not be longer than many such cars in HO in actual size, but it will have O gauge-sized windows, doors, and other fittings. And my O gauge men carry their shoulders as wide as did the lumberjacks who rode this prototype combine.

—Dick Andrews

Unusual Table Work

I have a big shed and a plywood table. I even had a way to extend it and do away with the awkward corners. This idea might help the O gauge tinplaters with a permanent table. All I used was one of those old round, dining room tables. Each half fitted against the end of the plywood sheet.

—Jim Allen, Jr.

Wanted: A Chapel Car

Like myself, I'm sure there are other ministers who read your magazine and who are rail enthusiasts. I want to build a Chapel Car for my study but I don't know where I can get any plans: Can anyone help me? I'm sure others would find it an interesting car for some spur in an out-of-the-way town or village. It would be a good addition, too, for those who are interested in old-time cars. I am not so particular about the date of the car although one of the earlier ones would better fit in with my proposed old-timers railroad.

—Rev. Carl Disbrow

For Those Short on Space

It does not occur too often that I am enraged by anyone's opinion. However, a remark by one narrow-minded Phil Harbison condemning both traction and narrow-gauge modeling should be commented on. It seems to me that our hobby is a very versatile one, where everyone can choose a specialized part and yet we all pursue the very same aim which makes it the greatest of all hobbies.

As for me, without much space at my disposal as an apartment dweller, a trolley layout was the solution between having a tiny layout or none at all. I dare Mr. Harbison to join the traction modelers and to find out for himself how to solve the difficulties and problems of this field! It will cure him from being a grouch!

—G. J. Sas

quick service!

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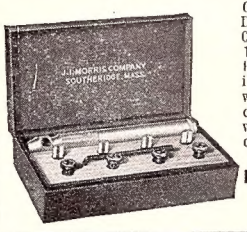

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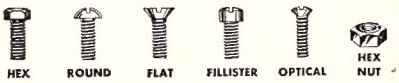

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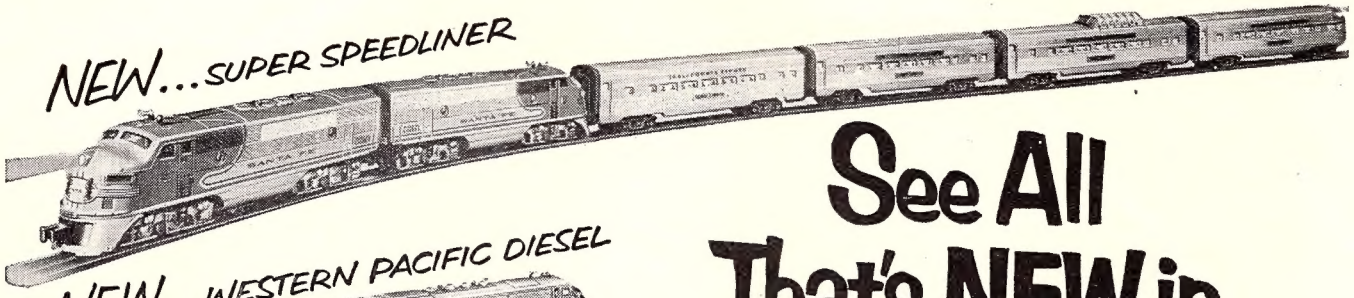

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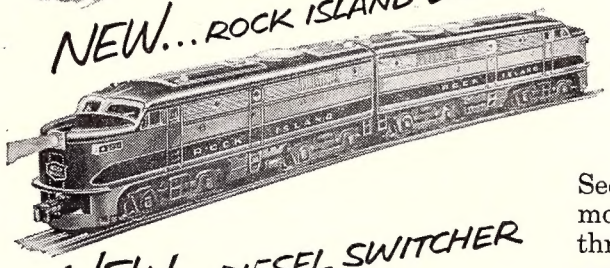

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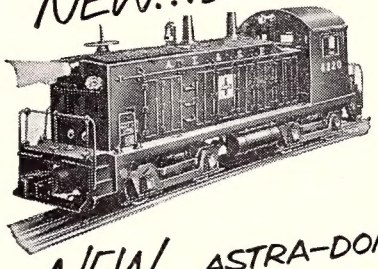
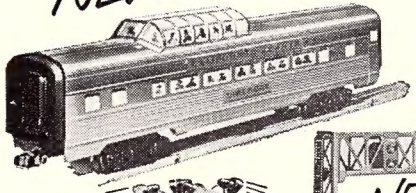


NEW... ASTRA-DOME CAR



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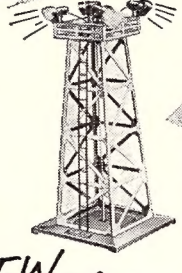

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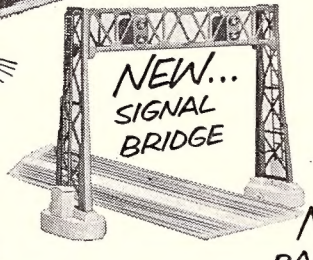

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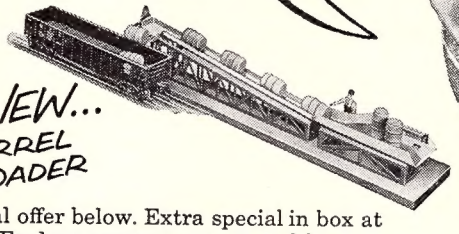

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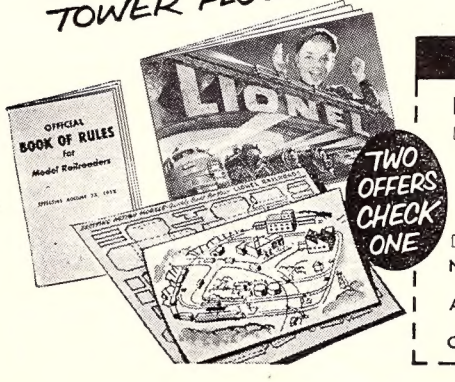

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CONTEST WINNERS

FREIGHT CARS

THIS month we take pleasure in presenting the first group of winners in the recent Railroad Model Craftsman Model Building Contest. You too will agree that the Freight Cars shown on these pages are second to none; each represents delicate modeling work with a maximum amount of detail faithfully reproduced. All of the models illustrated were built by amateur hobbyists, fellows like yourself. These builders take a great deal of pride in their work and came out on top only because they were willing to devote those few extra minutes to each phase of construction. Why not take a lead from them and try to duplicate some of their handiwork? Basic building information has been included with each prize winner.

FIRST PRIZE:
George A. Krauss
Box 49
Ivyland, Pennsylvania
(HO Gauge Trolley Sand Car)

SECOND PRIZE:
Theodore J. Summer
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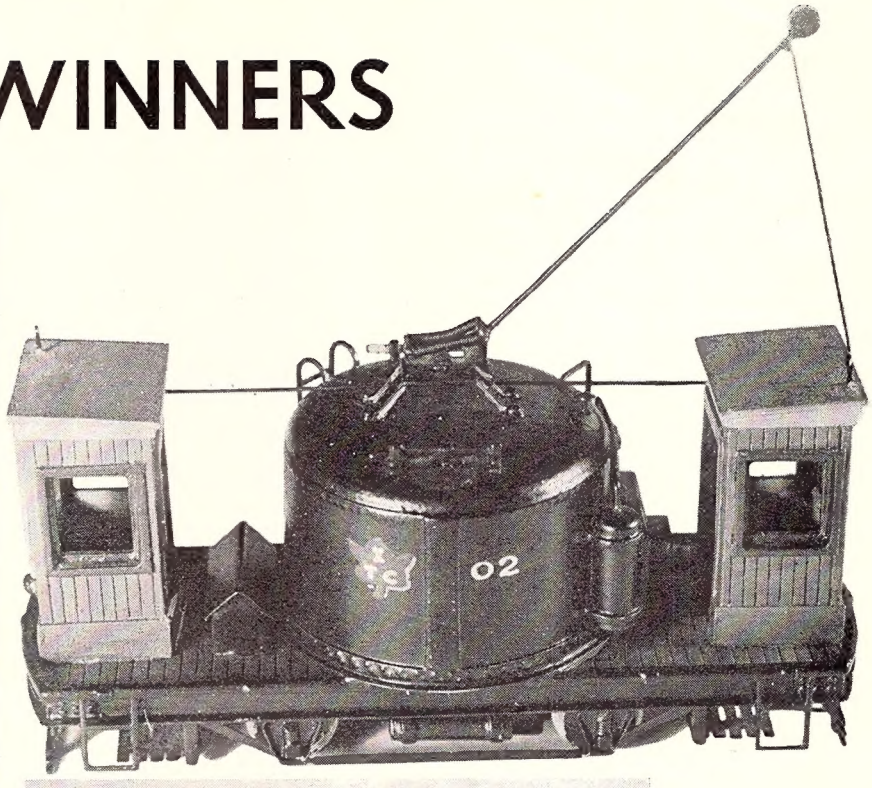
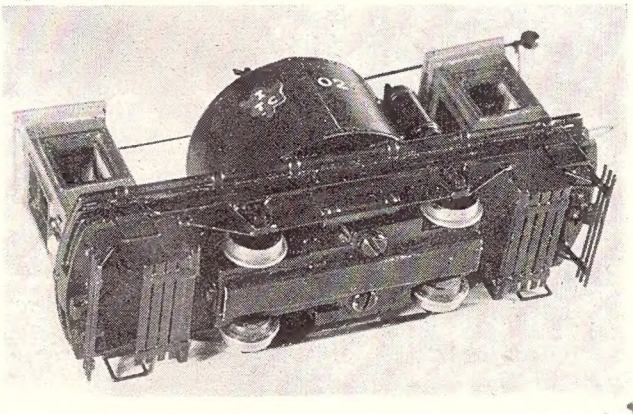
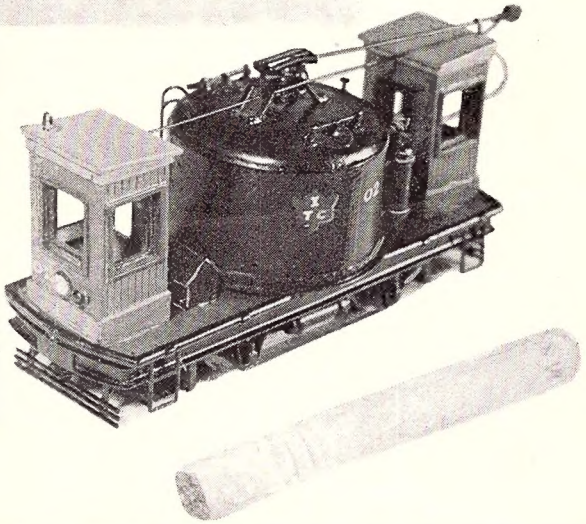
Harrison, New York
(HO Gauge Weed Killer Car)

THIRD PRIZE:
Leslie M. Keating
10 Church Street
Matawan, New Jersey
(HO Jones & Laughlin Tanker)





Here's as much underbody detail as you'll find on any model, regardless of gauge. And, if you'll look closely, you'll see that every part is accurately scaled and in the proper position.



Overall size of the Sand Car can be accurately gauged from the cigarette. The model actually draws its power from the overhead.

THIS tiny gem was built up from plans of a Chicago City Railways unit by George Krauss of Ivyland, Penna. No longer than a standard length cigarette, the car utilizes a revamped Pennsylvania Scale Models power truck which is effectively hidden by the large sand tank. All other parts of the car were built up from scratch using brass for the chassis and all details with exception of the two cabs and floor which are precision wood shapes. Careful attention was also lavished on the underbody detail as can be seen in one of the photos. From stem to stern, this model had it

Basic dimensions of the car, for those interested, are given below. They follow closely the measurements of the prototype except where HO limitations necessitated a change. Overall length is 25′ by 7′ wide. Cabs are 4′ square by 8′ at the highest point with a slight backward taper. The tank measures 9′ in diameter (slightly larger than the prototype) by 6¾′ high.

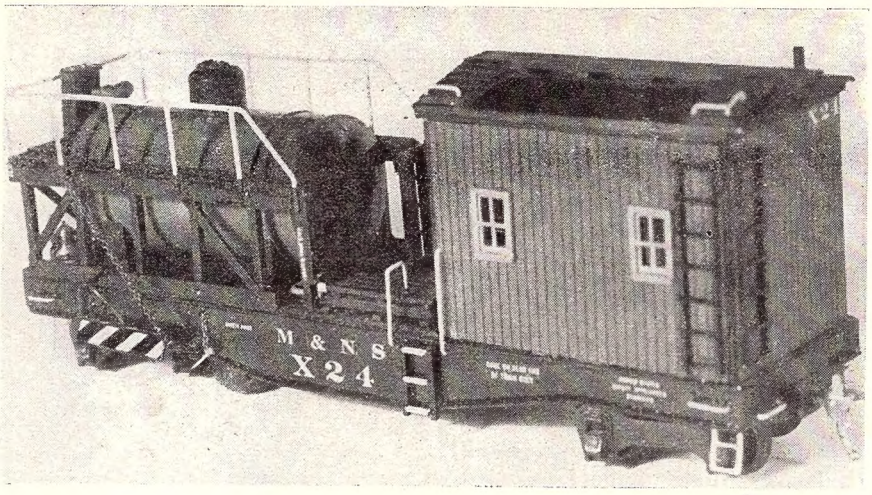
The finish of this model was second to none. There was positively no evidence of stray solder or cement. All parts of the model were spray painted prior to assembly and, according to the builder, very little final touch up work was required; there was no evidence of any. The Sand Car was finished in black with red cabs, light green interior, gray roofs and natural wood floors. Headlights are tiny jewels and the lettering has been neatly done by hand.

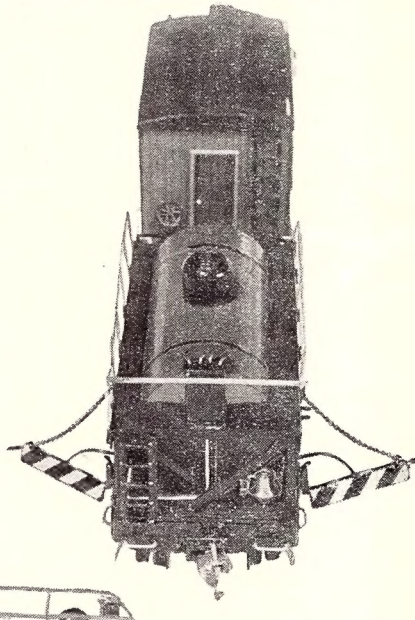
Second

Weed Killer Car

This super-detail job shows what can be accomplished when a little extra time is taken with a standard commercial kit. The Base of this HO model was an Ulrich Track Cleaning car and, after it was assembled according to the directions furnished with the kit, Ted Summer proceeded to add detail which gives it an individualistic appearance.

A wooden platform of precision shaped wood was constructed all around the metal tank; other added detail included a metal railing, steps, piping, warning bell and hand controls. The most interesting feature, however, appears on the sides of the car. Movable arms, suspended by fine chain, swing out from each side to theoretically spray chemicals on weeds along the right-of-way. When not in use, the arms swing back along the side of the car and are locked into position with a hole and pin arrangement. Fox trucks have also been used on the model. Addition of these extra details does not detract from the car's usefulness as a track cleaner however realism is much greater. The overall workmanship on this model is excellent.



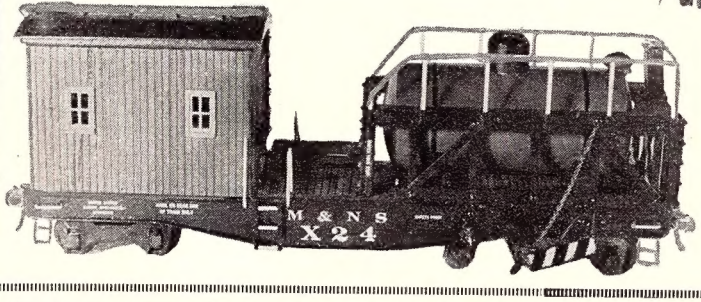


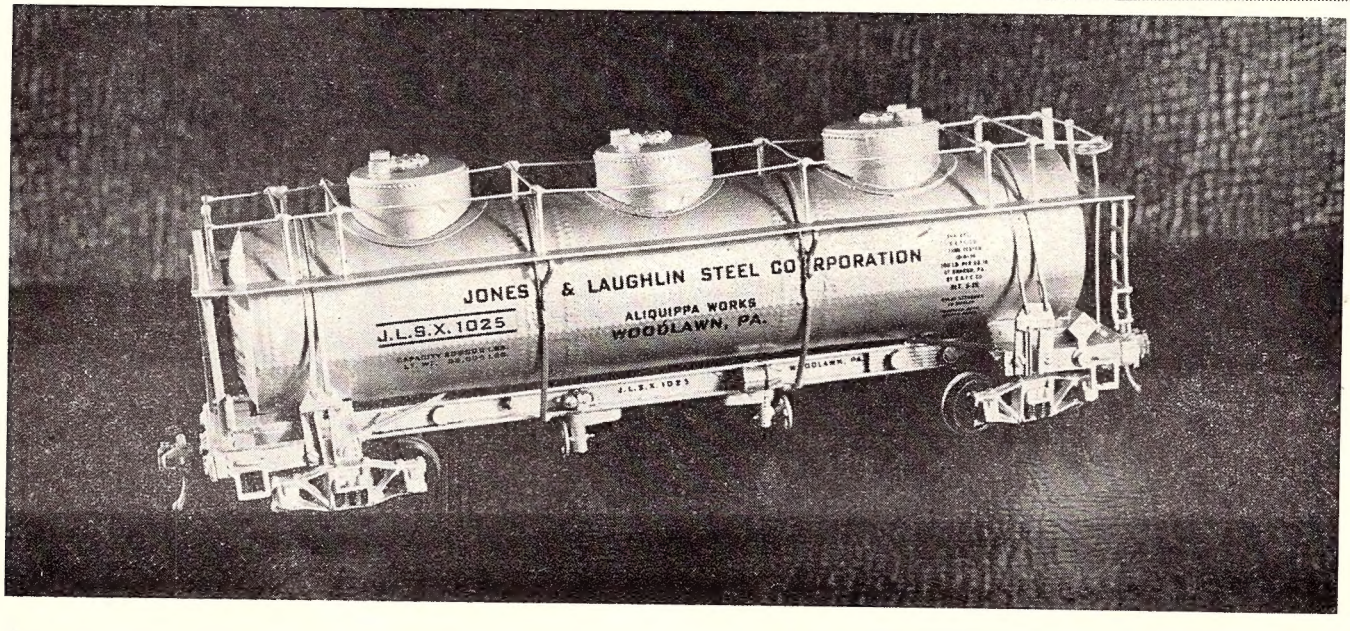
Both models on this page clearly show what can be done when using standard commercial kits. Whether beginner or expert, you'll find that a kit-built model can easily become a fascinating, highly realistic miniature. Why not experiment on your own and see how much detail you can include on your next model.

Third

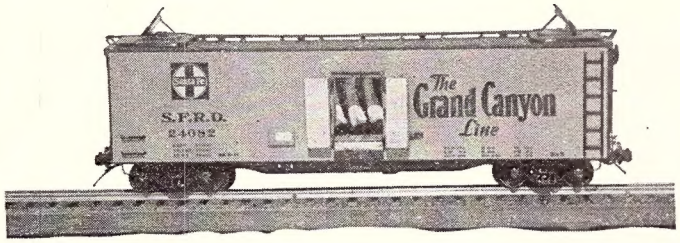
Jones & Laughlin Tanker

As far as eye appeal was concerned, Les Keating's attractive Jones and Loughlin tanker was a standout in the freightcar classification. Built from a standard Silver Streak kit, the assembled model represents excellent craftsmanship as can be seen in the photo below.





HONORABLE MENTIONS

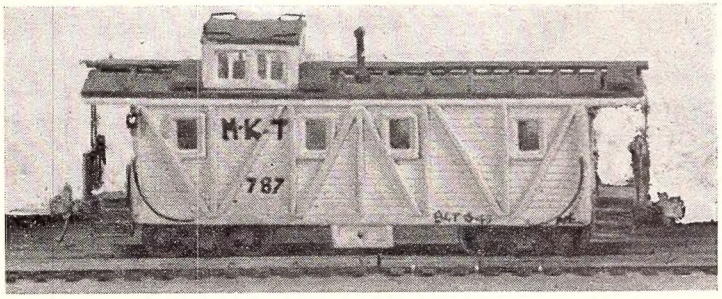


HO Gauge Refrigerator Car
William B. Sponsler
529 W. North Street
Wooster, Ohio

A Silver Streak reefer kit formed the basis of this model; has working hatches and ice in bunkers, underbody piping, interior floorboards, opening side doors and a full load.

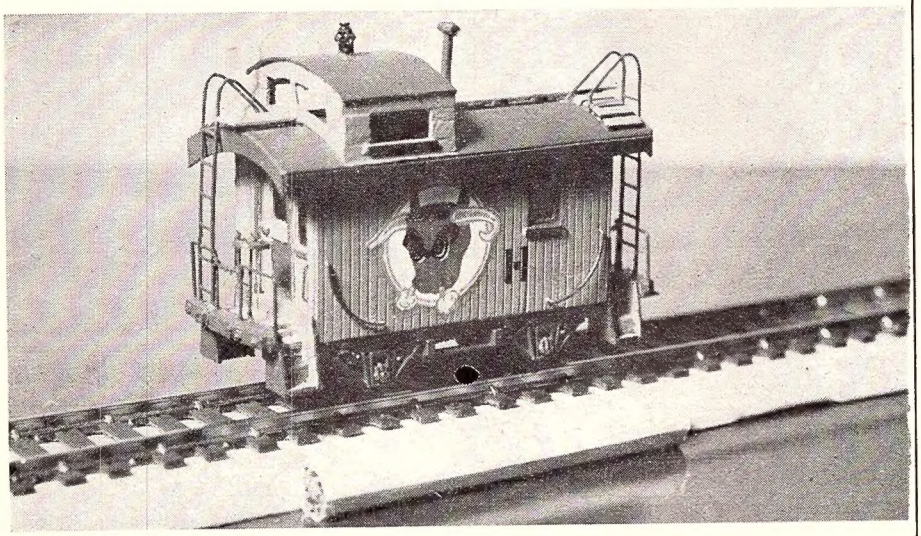
HO Gauge MKT Caboose
R. L. Haldane
Box 102
Dunnville, Ontario

An HO caboose, complete with all the trimmings. This outside wood-braced tail-ender was built from plans appearing in July, 1950.



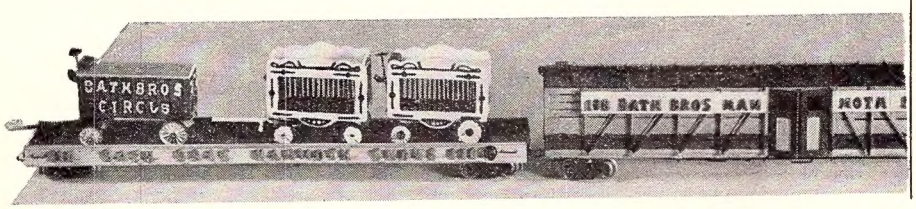
A Bobber in HO Gauge
Mike Metzger
671 Platt Street
Toledo 5, Ohio

Commercial hardware, precision wood shapes together with a little help from the scrap box formed this colorful HO bobber. Probably the freight crews on this line have a lot of "beefs!" Note cigarette in front.



HO Circus Train
Clifford L. Williams
657 E. Baltimore Blvd.
Flint 5, Michigan

Standard HO kits formed this pair of models, the only circus equipment entered in contest. Vivid painting gave this honorable mention.



FOUR NEW POWER UNITS ADDED TO SCINTILLA LINE

Beginner's Powerpack to sell for $11.95

So that every model railroader, whether he be a beginner or an old timer, shall find in the Scintilla line of model railroad power equipment the exact fulfillment of his need, we have added four additional power supplies of which three are factory-built, ready for immediate use—the fourth a new kit for home construction.

The feature of the Scintilla line this season is a complete powerpack, specifically designed for the man who has never before been a model railroader, at the record low price of $11.95. This new power supply, the Scintilla Primerpack, was developed by Scintilla in cooperation with Mr. John Tyler of Mantua, (one of the most prominent locomotive manufacturers) and tested and approved by Mantua for the operation of single HO locomotives.

The new Primerpack has a full control panel, uses the Plenaflex throttle system, and like all Scintilla products, is guaranteed for one year.

The other two new factory-built powerpacks are a re-designed Electrapack A to sell at $19.75 and a re-designed Electrapack C to sell for $16.50. The Electrapack A and Electrapack C will each operate up to three HO locomotives. Electrapack A has a complete control panel and low voltage AC terminals for the operation of model accessories; Electrapack C is for use with an external control panel, and also provides low voltage AC output.

The new kit, at $13.95, is similar to the Electrapack C but is in kit form.

The above described new units plus earlier announced 1952 models afford model railroaders a choice of ten Powerpacks and Kits. In addition to the Primerpack, the Electrapacks A and C and the C Kit, they include the Unipack (TT and HO); the Electrapack Sr. (TT, HO and S); the Dynapack (TT, HO, S and O); and the Multipack Sr., (all gauges).

For those not already familiar with Scintilla power units, a complete description is available, along with photographs in brochure form, from our dealers or factory.

Also stocked by dealers everywhere are Directifiers in both 4 Amp and 6 Amp. ratings, Control Unit Kits which provide speed and direction control for from one to three blocks, and selenium rectifiers in a range of one to twenty amperes. These, too, are described in our latest brochure.

Every Scintilla powerpack and powerkit operates from 110/115 volts AC and delivers 12 volts DC. With each unit is included our written guarantee for one year from date of purchase.

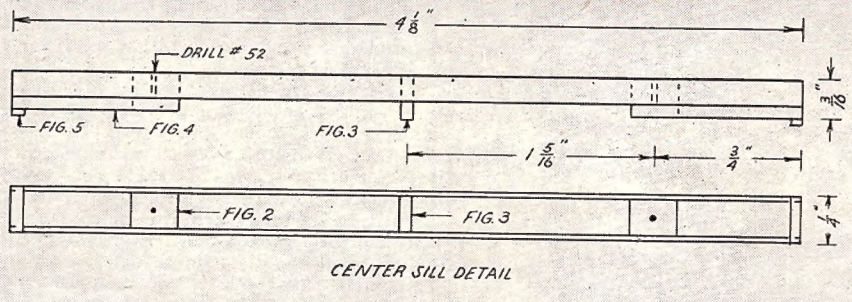
Scintilla
Rail & Power Works, Inc.
324 Lafayette Street
New York 12, N. Y.

MILWAUKEE ROAD FLAT CAR

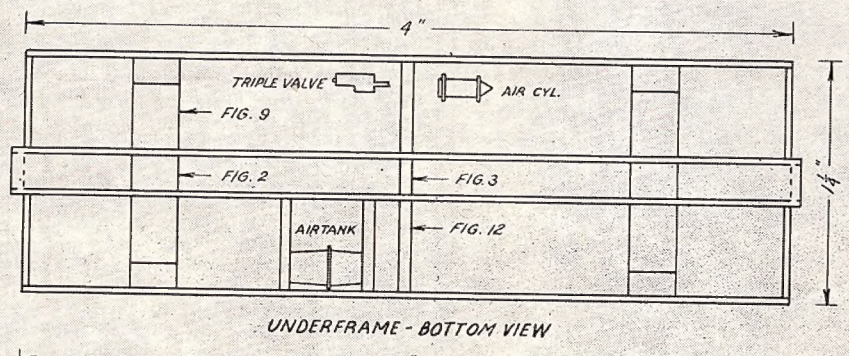
MILWAUKEE ROAD

CLASS FM 100 TON FLAT
30' MODEL
FULL HO SCALE SIZE

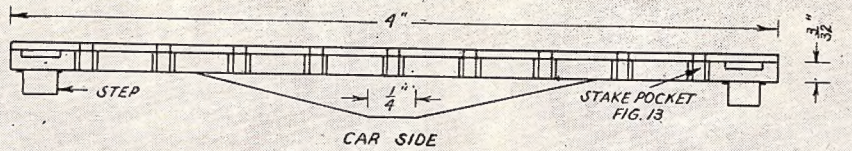
DESIGN BY G. A. STEHLE
DRAWING BY S. E. DANCE



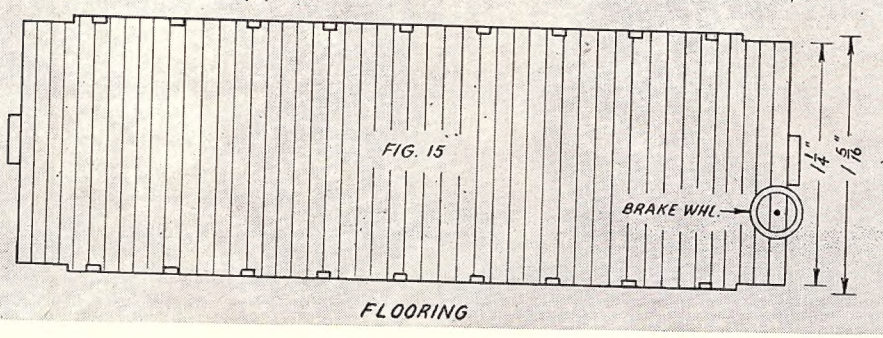
CENTER SILL DETAIL



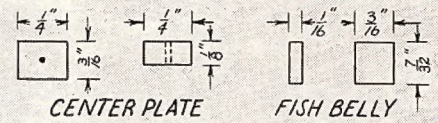
UNDERFRAME - BOTTOM VIEW

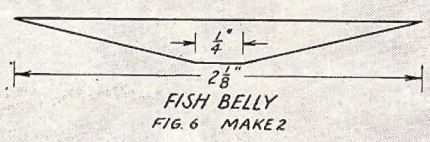


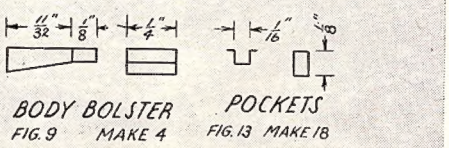
CAR SIDE

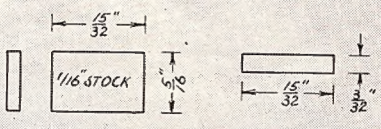


FLOORING

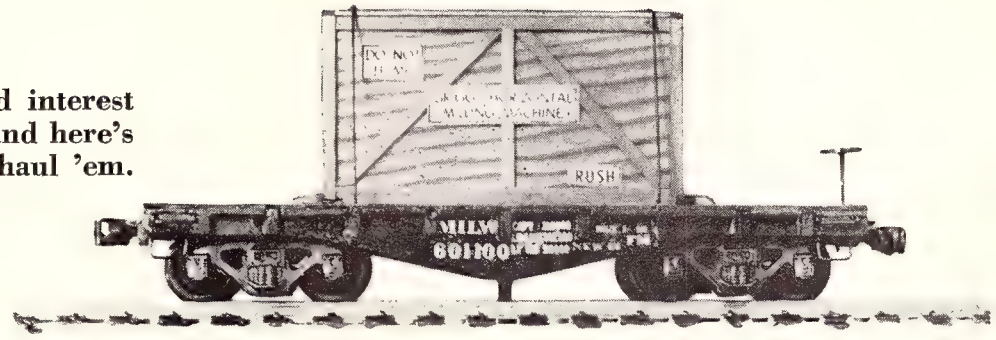








Open air loads will add interest to any model railroad, and here's just the freight car to haul 'em.



BUILD IT YOURSELF

By G. A. Stehle

●Milwaukee Road's 30 foot, 100 ton twin flat car, Class FG was built for transporting guns during World War II. Later, center plates and stops were removed, a 2¾" floor was added and the cars were renumbered and reclassified as FM. Since the car is basically a flat, construction methods are identical. For the HO model illustrated all Northeastern wood and special shapes were used although the individual builder can use any desired material. ¼ inch wood channel formed the center sill and, with the exception of trucks, couplers, brake wheel, steps and grabirons, wood was the only material used.

As my model closely followed plans furnished by the Milwaukee Road, perhaps you'd like to duplicate my construction method and add this all-purpose flat to your growing fleet of rolling stock. If you model in a gauge other than HO, the plans can be stated to the actual size of your model; follow the construction method outlined by substituting parts of the correct size for your gauge.

Building an HO Model

Construction begins by cutting a ¼" wood channel exactly 4⅛" long; make certain the ends are square. Referring to Figure 1, mark out truck centers on this channel; starting from the center, measure off 1 5/16" for truck centers, this will be ¾" in from each end. Next, two truck center plates are made similar to Figure 2; material is ⅛x3/16x¼" wood. These plates are then cemented in place between the flanges of the center sill, as shown in Figure 1. When this assembly is dry, layout and drill for trucks using a #52 drill and 2-56 tap; trucks are later mounted with two 2-56 round head screws.

Referring to Figure 3, make a support to hold the fish belly parts to channel. The support is 1/16x3/16x7/32", cemented to the center of sill. Four pieces of wood measuring 1/32" square and ⅞" long are cut to fit on bottom of flange (Fig. 4). This is a liner for the coupler pocket. Two coupler carriers are then made similar to Figure 5, cut 1/32x1/16x¼", and cemented on each end of the center sill, as in Figure 1.

Now we're ready for the fish-belly part of the center sill; make two as shown in Figure 6, using the center line and fish belly center line, and cement to sill flanges as in Fig. 1. If Mantua couplers are used on your model, make two parts as shown in Figure 7 (1/16 square x 5/32"). These couplers must be filed on each side of the hooks and loops so that they work freely in the center sill. To mount couplers, use two #OX ¼ round-head wood screws; the couplers can be mounted after the car body is built and painted.

More Underbody Details

Now we come to the floor support as in Figure 8 which is made from 1/32" wood. Cut one piece 1/32x1¼x4" and lay out for center sill, body bolster, end pieces and cross braces. Then cement the center sill in place allowing the sill to extend 1/16" over each end of the car body; make certain this part is exactly centered (see Figure 8). Two fish belly sides are now made from 1/32" stock as in Figure 10 to be cemented on each side of the floor support as in Figure 8. Before cementing the sides to floor support, lay out a center line for each stake pocket.

Four pieces of wood 1/32x3/32x15/32" are cut for car ends as in Figure 11, cemented between the center sill and car sides at the end of our model. This is shown in Figure 8. Next, two cross braces are cut (Figure 12) from 1/16x 5/16x15/32" wood, cemented between the center sill and car sides at the center of the car. Refer to Figure 5.

Make 18 stake pockets 1/16 square x ⅛" as in Figure 13 and cement the stakes to car sides in Figure 10. 16 pieces of 1/32x16" wood strip are cut to fit between the stake pockets (Fig. 14) to form an angle; at this point the car width should measure 1⅜" (see top floor support, Figure 8).

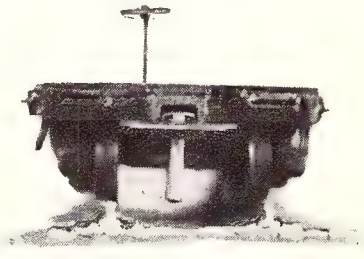
Possibly the most obvious part of our model is the wooden floor so use great care with this operation. This is shown in Figure 15. For the model illustrated, I used Northeastern scribed sheathing, 3/64" groove and 1/32x5/16x 4" however, for your own model, you can scribe your own floor if desired.

The flooring on the model illustrated was put down in two sections; lay each section on top of car body and mark for stake pockets. Notch 1/32x1/16", cut ends 1/32x¼ per Figure 15.

Added Small Accessories

To mount the air brake equipment as in photograph, cut 1/16 square by 15/32" pieces for the air tank and two pieces ⅛ square by 1/16" for mounting the triple valve and air brake cylinder. (See Figure 8 bottom of floor support.) The flat car requires eight grabirons installed 1/16" down from the top of car, 1/32" in on each corner. Steps are made of No. 22 steel wire measure 9/64" wide; referring to Fig. 8, mount them 9/16" from the top of rail to bottom of steps.

The model illustrated was painted black, as per the prototype, however paint your model the color of your choice. When the car is dry, add decals or hand letter the road name and other data. In the event you have selected the Milwaukee prototype, the car numbers have changed since the prototype photograph, shown on the opposite page, was taken.



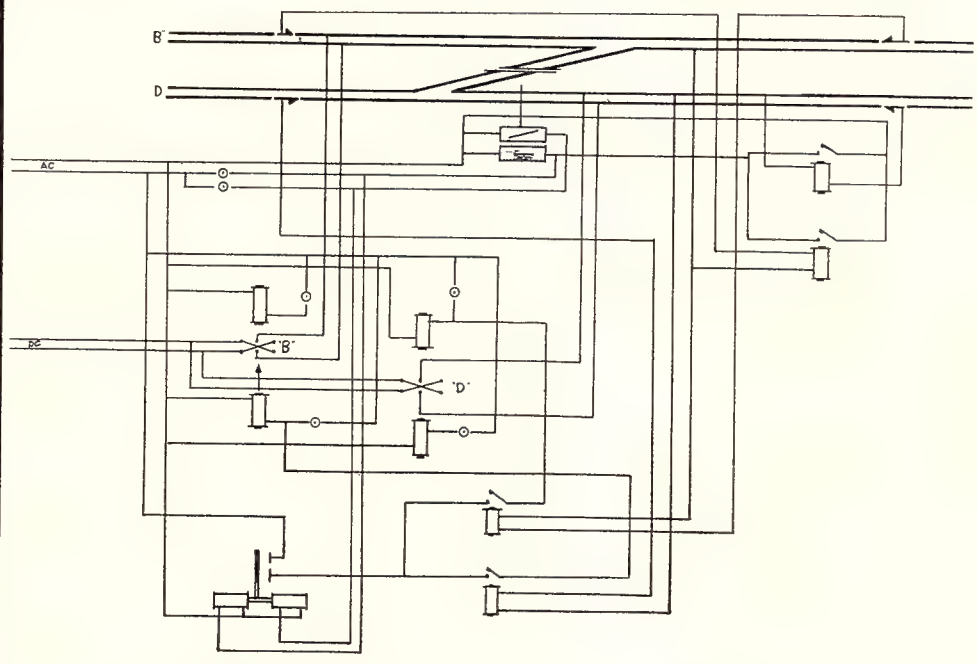


Fig. 1. The wiring plan shown here makes it possible to have two trains pass each other in opposite directions, when the crossover is in "straight" position. As soon as the crossover is set for "cross-over" position, a double-pole single throw switch connects 4 contact plates, which, when activated by an approaching train, will align the two parallel circuits and permit the train to continue without interruption.

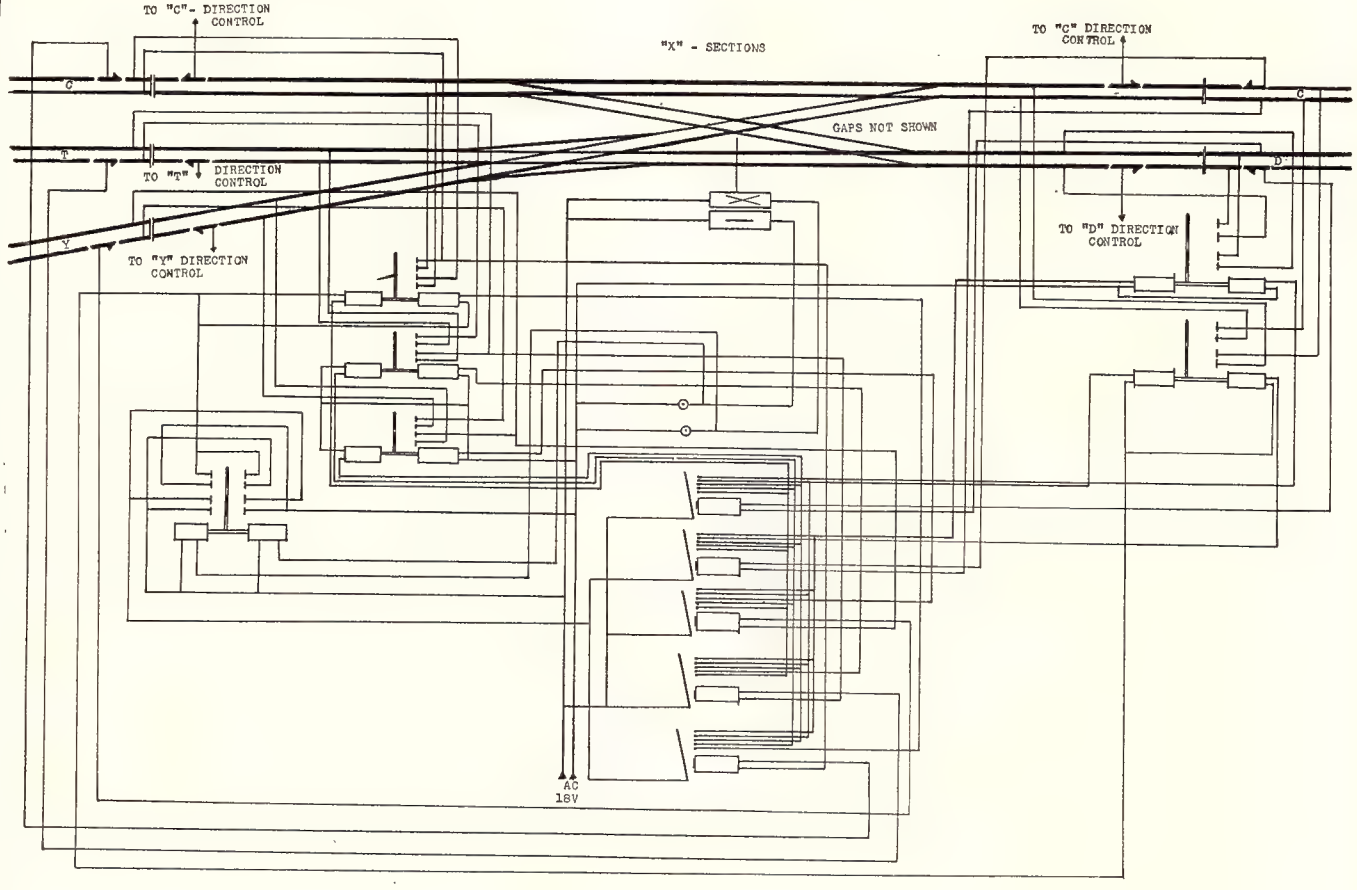


Fig. 2. Here the idea is to align the circuit ahead with the one which the travelling engine is about to leave. In addition it should be possible to have trains pass in opposite directions, when the crossover is in "straight" position. Since the actual wiring of this double-cross-over-double-slipswitch combination is quite a project in itself, I found it advisable to make it an independent circuit "X" which operates as ONE unit when in "cross-over" position and as TWO units when in "straight" position. (Position of slipswitch is immaterial.) The wiring as shown results in the following action: Loco approaching "X" section which is set for "cross-over", aligns entire section with circuit which it is leaving. Upon leaving "X"-section it aligns the circuit ahead. When "X"-section is set "straight" the approaching loco aligns only one half of the "X" section to the circuit it is leaving and then continues as above.—The DPDT switch on the left acts as a selector, making it possible to activate all or only some of the 5-pole make-break relays, depending on the position of the cross-over.

PART IV

WIRING

The Hollywood & Buxtehude RR

Many problems come to light when wiring a model railroad. This month Paul Garrison describes the methods he uses on crossovers, 3-way turnouts, and double-crossover, double slipswitch units.

This month let us work out some of the special problems which have arisen in the wiring of the H-B RR. First there is the single crossover which connects two parallel rails, each being part of an independent circuit, (Switch No. 7 on the original pike-plan). As long as the crossover is directed in the "straight" position, there is no problem. The rails connecting the two parallels are gapped anyway and each circuit operates independently of the other, thus making it possible to have trains pass each other in opposite directions. But here comes the fly in the ointment. As soon as the crossover is moved to "crossover-position" both circuits must be aligned in the direction in which the next train happens to be travelling as otherwise your engine will stop in the crossover, creating a short circuit.

This necessitates a set of relays which go into operation only if the crossover is in that position and which make it possible for the oncoming engine to align the other circuit to its own direction. Fig. 1 shows in simple (I hope) terms how this can be accomplished. Obviously the double-crossover presents the identical problem in a slightly intensified manner and Fig. 2 shows the wiring and relay methods which I used to make my double-crossover-double-slipswitch combination (No. 9 on the original Pike-Plan) operate in this manner. (By the way, the building of this monster-turnout was quite a project in itself, but this is the subject of another article.)

The automatic method of aligning three-way turnouts is very simple, but just in case you should have trouble with it, Fig. 3 shows how it is done. In wiring the crossing (Blocks B-1 & C-1 on the original pike-plan) it is necessary to create a safety-zone in either direction. Fig. 4 shows the wiring and relays for this operation.

Building the Layout

We now have, theoretically at least, built and wired the entire pike. The reason why I say theoretically is, that it would be foolish to actually have construction completed at this point, as many future installations will make access to hard to get to areas a necessity and if you are itching to get into operation, I suggest that you do as I have done: Build the lower level (Fig. 5 in this month's installment) and get it to operate to perfection. Then gradually install the remainder of the pike in small areas at a time, making sure that the entire wiring of these areas is completed before you go on to the next section. Since future installments will deal with the construction and operation problems of such special items as the turntable, the transfer table, humpyard and the like, it will be a good idea to hold off with further construction until all of these problems have been discussed.

In the meantime, let's study Fig. 4 and put two trains into operation and see if it works. We put train A on Block B-1 facing left and we put train B on Block C-1 facing left. We make sure that crossover #7 is in "straight" position and that turnout #2 is in "turnout" position. Turnout #5 and 3 are on "straight."

Now turn on the juice, not too fast if you want to have the thrill of near-prototype speed (and easier operation), keeping all circuits used(B,C,D) at approximately equal speeds. Then get set to throw occasional turnouts at the right moments.

Train A, going downhill, will undoubtedly outdistance train B in the beginning and as it nears turnout #4 it will operate a relay disconnecting the current in D-2 thus making train B wait as it leaves D-1 for D-2 until train A has cleared B-3 by going through turnout #3 into B-4. As it does so it reconnects D-2 but disconnects B-3. Thus train B slowly moves across turnouts #6 and 5 and stops before entering B-3 until train A has passed through turnout #2 into Block B-1 thus disconnecting B-4 and reconnecting B-3.

We now throw turnout #3 into turnout-position and train B passes through turnout #3 into Block B-5. As it nears Block D-2 it aligns the direction of the D-circuit to its own direction (reverse of previous setting) and enters D-2 aligning turnout #5 to the correct position and as it moves through turnout #6 (straight position) the engineer waves to the engineer of train A which passes in the opposite direction in Block B-2. We now quickly remember to reset turnout #3 to "straight" and turnout #1 to turnout-position, while train A continues through Blocks B-3, B-2 to B-1 and train B climbs the grade to the double-crossover where it enters Block C-1, first aligning the direction of the C-circuit to its own (reverse of before). By the time train B approaches the crossing (blocks C-1 and B-1) Train A is already in the crossing and has thus deenergized the safety-zone in Block C-1. As soon as train A clears the crossing it re-energizes the safety-zone and train B continues toward D-2 and turnout 6, aligning along the way the circuit-direction of D and the turnout #6. We have remembered to set turnout #5 for "straight" and as train B approaches turnout #4 it finds itself racing with train A on the parallel track and whichever train gets there first will automatically stop the other for the right-of-way.

This may read like the instructions for making out your income-tax return, but, believe me, when it works just the way I have described it, and it does, it is the most fascinating thing imaginable to watch. Trains stop and go, turnouts move from one position to the other, all while you have one hand in your pocket and the other ready just to occasionally throw a facing turnout.

This little plan of operation will give you an idea of the multitude of operational possibilities which you will be able to work out, when your entire pike is completed.

(*Other diagrams on Following Page*)

WIRING

The Hollywood & Buxtehude Railroad

(Continued from preceding page)

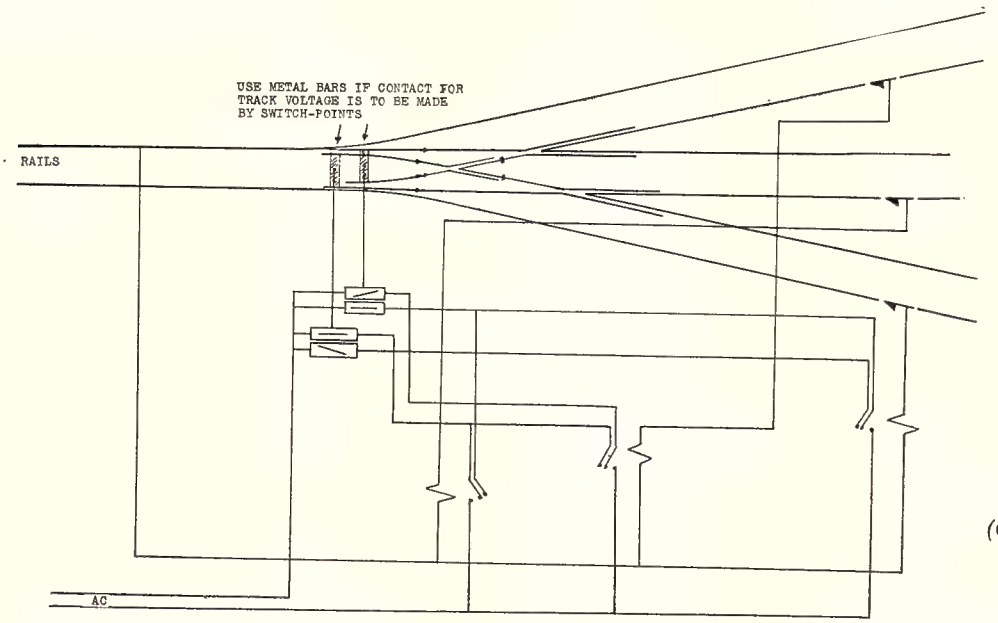


Fig. 3. Shows the wiring for automatic alignment of a three-way-turnout. This is self-explanatory.

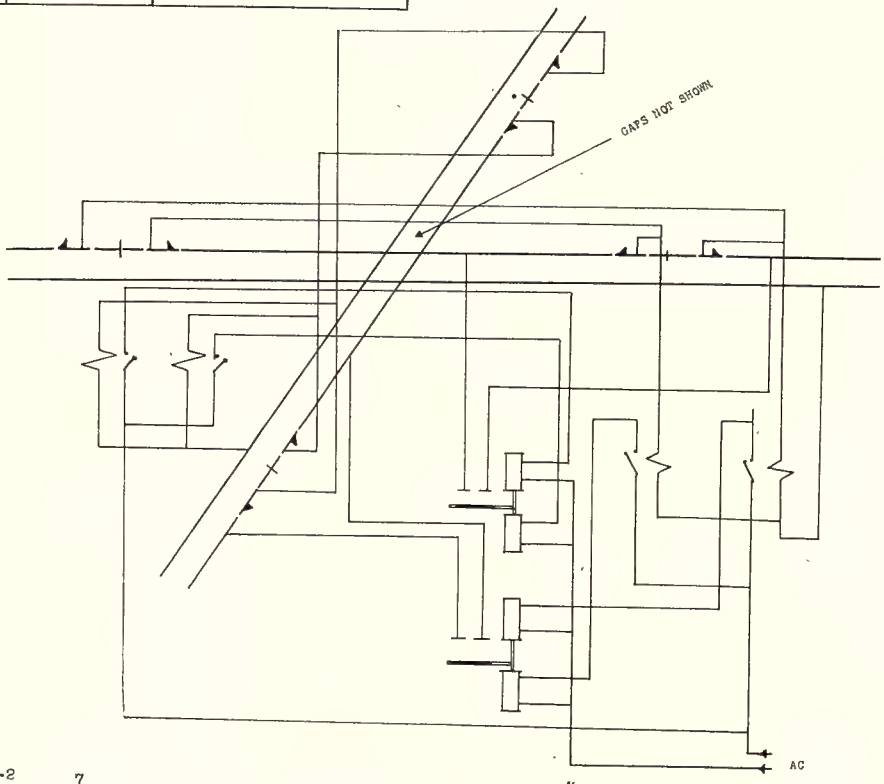


Fig. 4. The wiring of a crossing consisting of two safety-zones, one of which is automatically disconnected by an approaching engine and reconnected after the train has cleared the crossing.

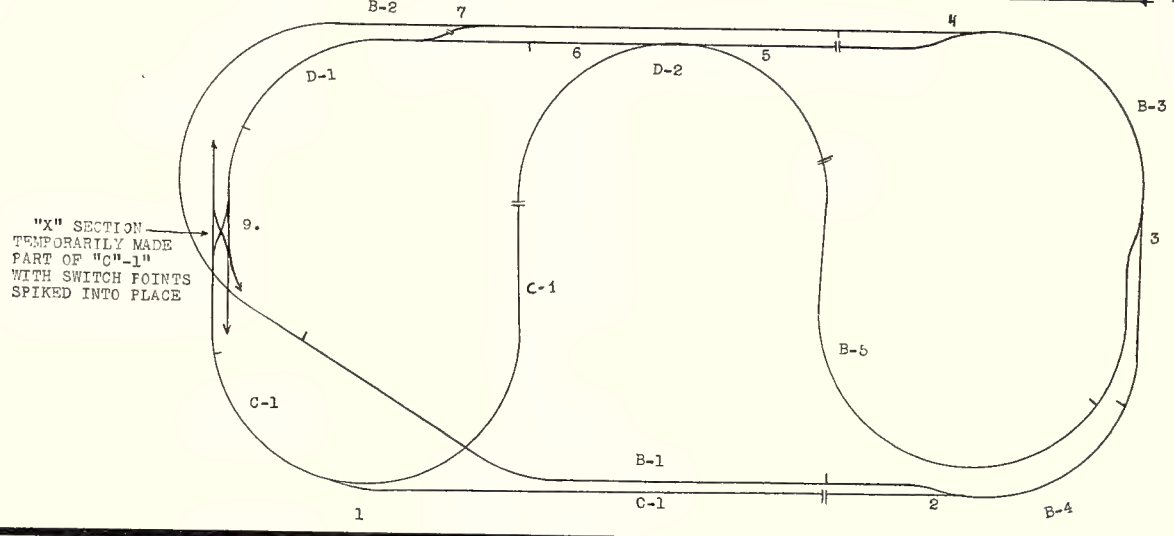
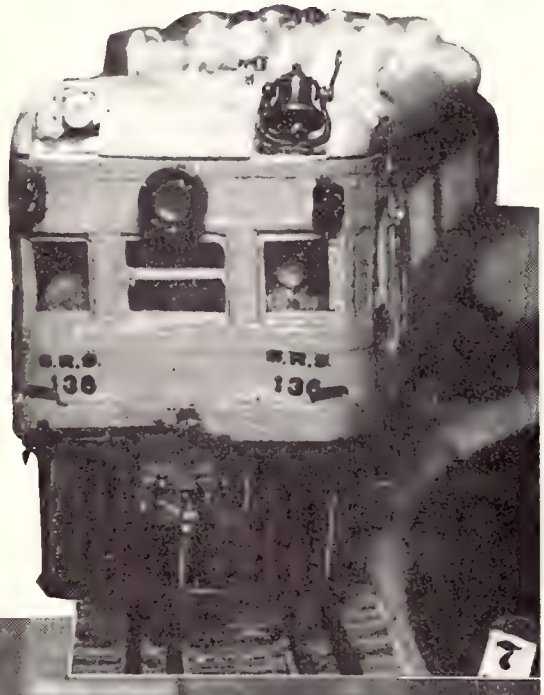


Fig. 5. Shows the lower level of the HOLLYWOOD AND BUXTEHUDE. For simplicity's sake the cross-over is shown as part of one of the regular circuits as at the stage of completion shown in this plan, only one position is possible.

SPERRY DETECTOR CAR



Here's a useful piece of rolling stock that will earn its keep on any model railroad regardless of gauge. Its weight makes the car an ideal rail cleaner.

THIS HO gauge Sperry Rail Service Detector Car was built from a combination of commercial and scrap materials by Lloyd Giebner of Galveston, Texas, whose HO gauge pike was described in the September issue. The front trucks are from a Varney diesel switcher power unit with rail testing equipment added; the rear trucks were built up from scrap.

The unit has a bright headlight and dim backup light as well as front and rear working marker lights, interior lighting and an engineer and fireman. Car sides are painted a bright yellow with block lettering; roof is white; rear awning, orange with white fringe; under frame and trucks black with white lettering. The unit is equipped with working MDC couplers.

A real attraction, this car would be a worthwhile addition to any model railroad. It makes a marvelous track cleaner as plenty of weight can be added. Toughest part of the entire job is of course the rear trucks; if you build a car to prototype specifications, no commercial trucks will work.

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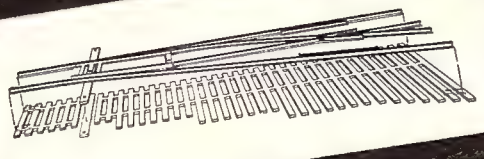

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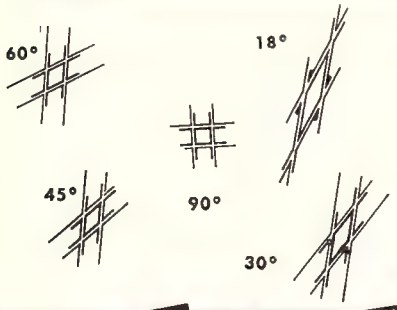

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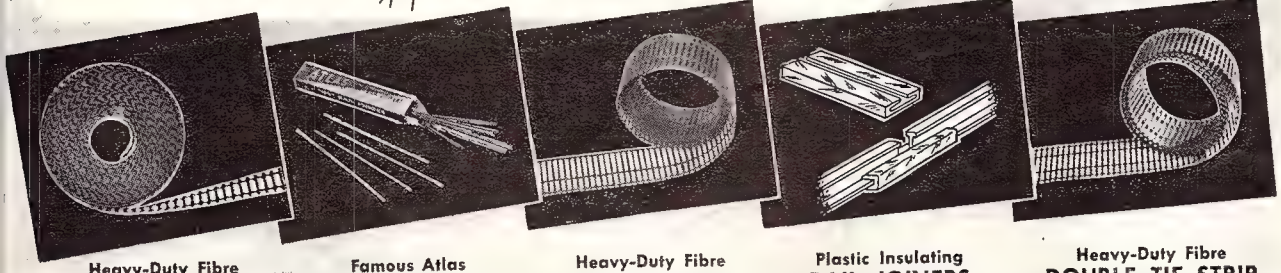

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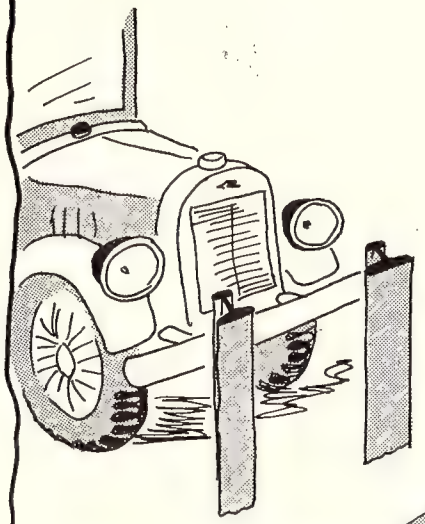
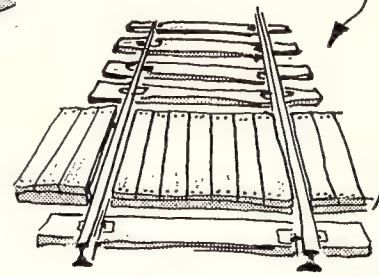
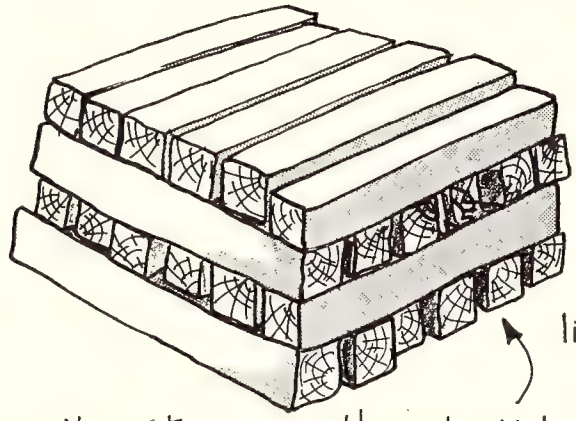


Old rails used as guard fence.

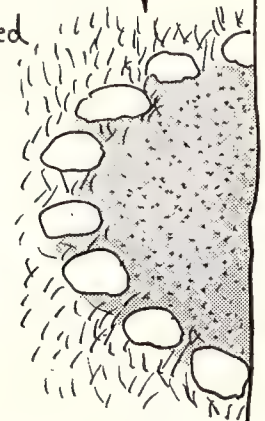
Autos cross tracks on wooden road

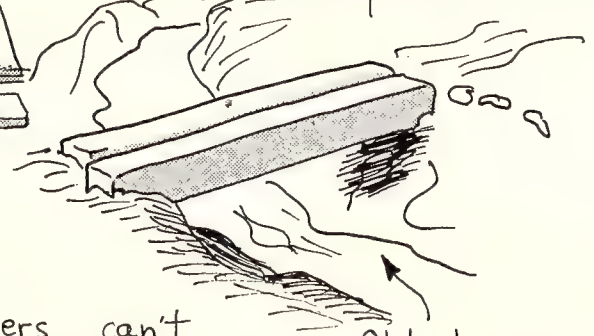




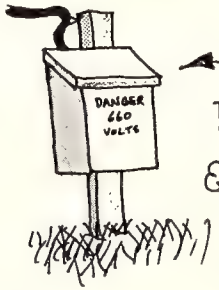
Pebbles painted white line drive

New ties neatly stacked ready for use.

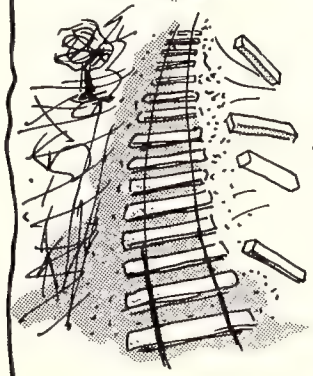




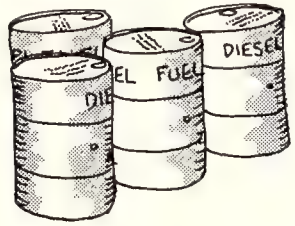
Old ties used as a bridge



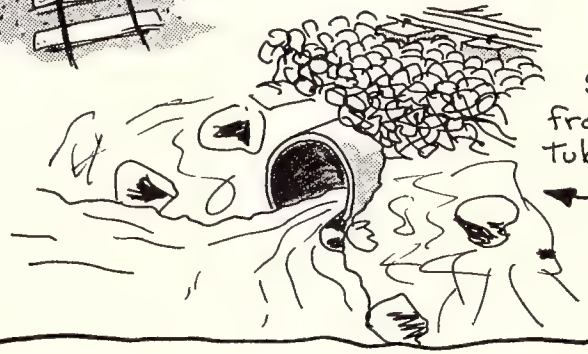
Rarely modeled signal & telephone boxes



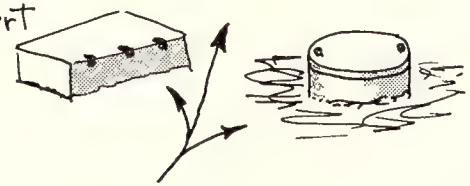
Old ties along the R-O-W.



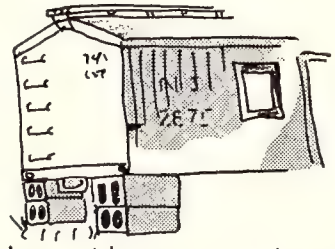
Growlers can't use coal - fuel can come in drums.



Simple culvert from mailing tube



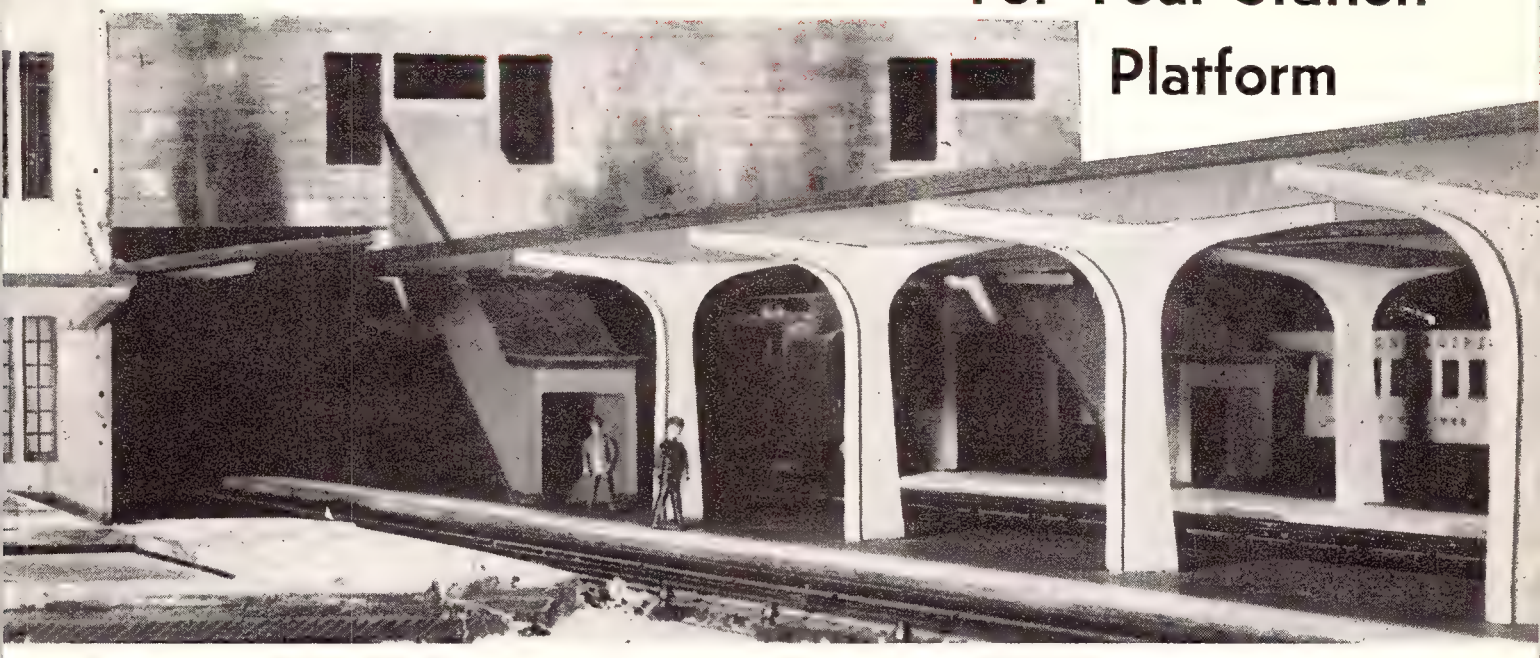
Drains and covers of pumps belong around water spouts.



Cinder blocks hold up M of W structures.

UMBRELLA SHEDS

For Your Station Platform



An interesting series of photographs which graphically illustrate how to make realistic Umbrella Sheds for your passenger station. To boot, there is also a bit of railroad lore that can be modeled.

By

Frank Ellison

MARK Harrison and I were standing beneath the umbrella sheds of Union Station waiting arrival of Illinois Central's southbound No. 1, the 18-car mile-a-minuter *City of New Orleans,* due to end its 921 mile dash from Chicago's 12th Street Station at 33 minutes after midnight on Track 1. Across the platform, sheltered by the umbrella shed, Southern Pacific's 19-car *Sunset Limited,* westbound and also No. 1, was loading on Track 3 to begin its 2000 mile flight to Los Angeles at 12:30.

At 12 midnight, while IC's approaching *City* was 25 miles out and swinging around Pontchartrain's shores on the longest continuous curve in America, a diesel switcher leisurely backed Espee's spit-and-polish passenger cars from the coach yard and spotted them at the station platform under the sheds, uncoupled, rumbled over to the postal and express slots and shifted *Sunset's* clutch of polished aluminum head-end cars to the head of the passenger cars, then groaned off into the night to await its next chore. This would be a reversal of Sunset's switching routine when The City arrived. And the on-coming Chicago flyer was then scudding by East

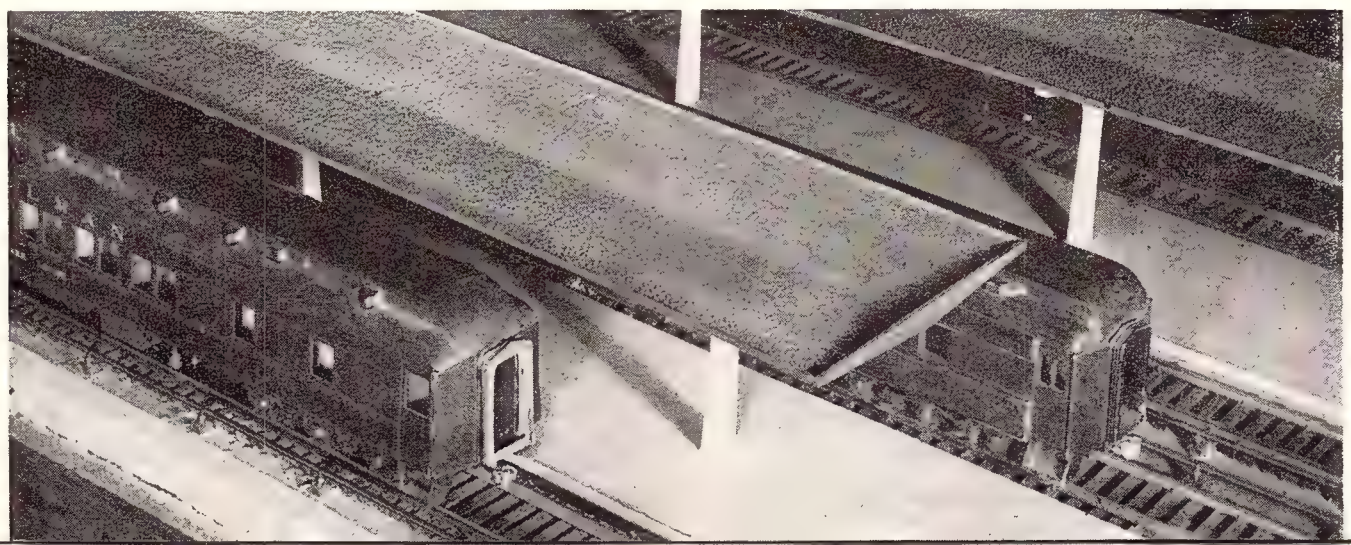


Photo 1: Spread tracks 30′ apart, center to center, in preparing site for each island platform; others are 16′. Total width, four tracks, is 88′. For three tracks it is 60′, using station shed at left for one, and island platform between other two. Baggage mail track adjoins station, express stub is at rear.

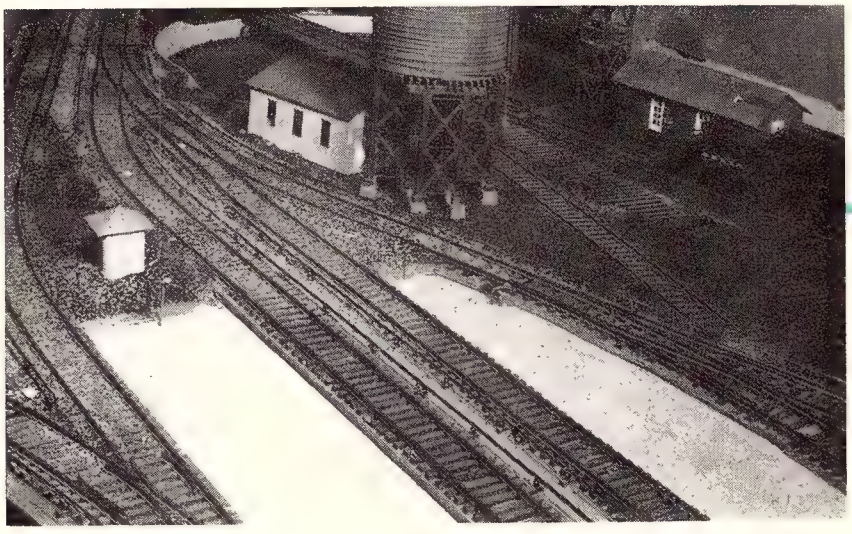


Photo 2: Tracks and platforms rest on a sheet of sound-deadening celotex laid over table planking. Platform extending into converging tracks in the station throat are shaped to conform. The sheds look better when ended before narrowing, but they can be extended and shaped like platform when necessary.

Bridge Junction interlocking at 50, six miles out.

Sunset's twin Alco road diesels drifted out of the ready track at Claiborne Yard, took the crossovers, rumbled quietly and mincingly down the station lead and kissed couplers with the postal car at the head of the consist so gently that loading passengers never knew when its 2700 horses were hitched to their chariots.

A platform train of trucks, piled high with baggage, weaved 1200 feet down the line of columns to load Sunset's baggage, and another one—empty—parked near the platform gates as a reception committee for the advancing City, now pausing at Carrollton Ave., a suburban stop two miles out.

The loud-speaker droned: "No. 1, The Sunset Limited on Track 3 will leave in 5 minutes." And the pace of late arrivals stepped up. Then again: "Sunset Limited on Track 3 leaves in one minute." And the inevitable last minute character scurried excitedly and comically down the platform.

12:30. The gateman flashed a highball to the conductor who relayed it to the engineer and two short and barely audible pianissimo blasts of the diesel horn drifted back to us on the breeze. Almost imperceptibly, the fluted square end of ACF's rear car began to move away from the bumper with a whisper of steel wheels chuckling to steel rails. Its markers and neon train sign diminished in perspective. The blood-red Mars light began its incessant figure eights.

Mark and I watched this queen of the rails recede down the slot between the umbrella sheds with all the grace and cadence of an angel's flight —watched until the brilliance of the approaching City's headlight, now shining down silvered yard rails, crept from behind the Sunset and eclipsed its sun. The two queens passed on the station leads at Claiborne yard, a half mile distant, both at a sedate 20-mile clip.

The loud-speaker: "No. 1, the City of New Orleans, arriving on Track 1."

The trio of Electro-Motive diesels slowed, curved through the station fan, rolled beneath the eaves of the umbrella shed and braked to a quiet stop. The engine, its diesels idling, was uncoupled and moved two or three feet forward, according to standard railroad rules. The engine crew descended from the cab door. The 921-mile stint was over. No. 1 was dead; ready for a well earned rest.

In 15 minutes, passengers had detrained, the platform baggage train—now loaded—had weaved its way to the baggage room, and the platform was empty again. But during the unloading, the switcher came back out of the night and nuzzled up to the eliptical-end solarium and it now pulled the consist slowly out of the station, shunted head-end cars to express and postal tracks, trundled its passenger-carrying cars to the turning wye and pulled them through the whirling brushes of the car washer and down an empty coach yard track for inspection and cleaning.

A young hostler, barely out of his teens, took over the road engine when the grizzled road crew retired. The youngster now backed the giant and followed the cars out of the station, taking a crossover to run around the switching ears, and so down the lead to the inbound track in the engine yard, there to be groomed for tomorrow morning's flight.

Modeling Prototype Operations

Here is a spectacle you can duplicate in all respects on your model railroad. It is better suited for modeling an operation, more convincing in most cases, than those tortuous mainline runs over interweaving loops. There's no hint of the headlong speed of the mainline. Slow, deliberate, careful maneuvers is the credo. But there's all the action you can possibly handle. We have only touched the high spots; left out a score of lesser maneuvers that you can inject as you please.

There is the inevitable switching in

the coach yard; a car or more is added or removed from the consist, another is re-stocked at a commissary dock, still another is shifted to the repair track—perhaps spotted over a wheel pit to grind flanges to ICC standards. Express and mail track maneuvers are routine.

Except for repair moves, all of this switching can be condensed and carried out directly under the station sheds if it is a through train at a through station, which most of you have. In this case, the road engine uncouples and pulls off. Switchers attack the train from both ends. Then the roadster backs down and couples again to resume the main track flight.

What Platform Sheds Do

This is model railroading as it should be done, but if you think you are going to get the full impact of its fine realism without setting the stage with suitable scenery and props, you are mistaken. Tracks are tracks and they all look alike no matter what you label them. But lay a platform and erect sheds between a pair or more and there is no mistaking them for anything else but station tracks.

Where They Belong

The rule is this: The business of the station must justify its cost. Its size and facilities, then, reflect the business it does. Passenger train business is nearly always brisk at a state capitol, a college town, a city, an important junction. These are the places to erect platform sheds and there's a location on every model railroad that is made to order for them. Even if the background community is wholly imaginary, you can at least name the station appropriately. Add as many gimmicks to them as your imagination and enthusiasm for detail demands—baggage elevators, ramps, staircases, cross-walks, down-spouts, fences, an overhead concourse, a station house and appurtenances. Even that moving platform train of baggage trucks can be modeled, but that's another story. Right now, let's see what we can do about umbrella sheds.

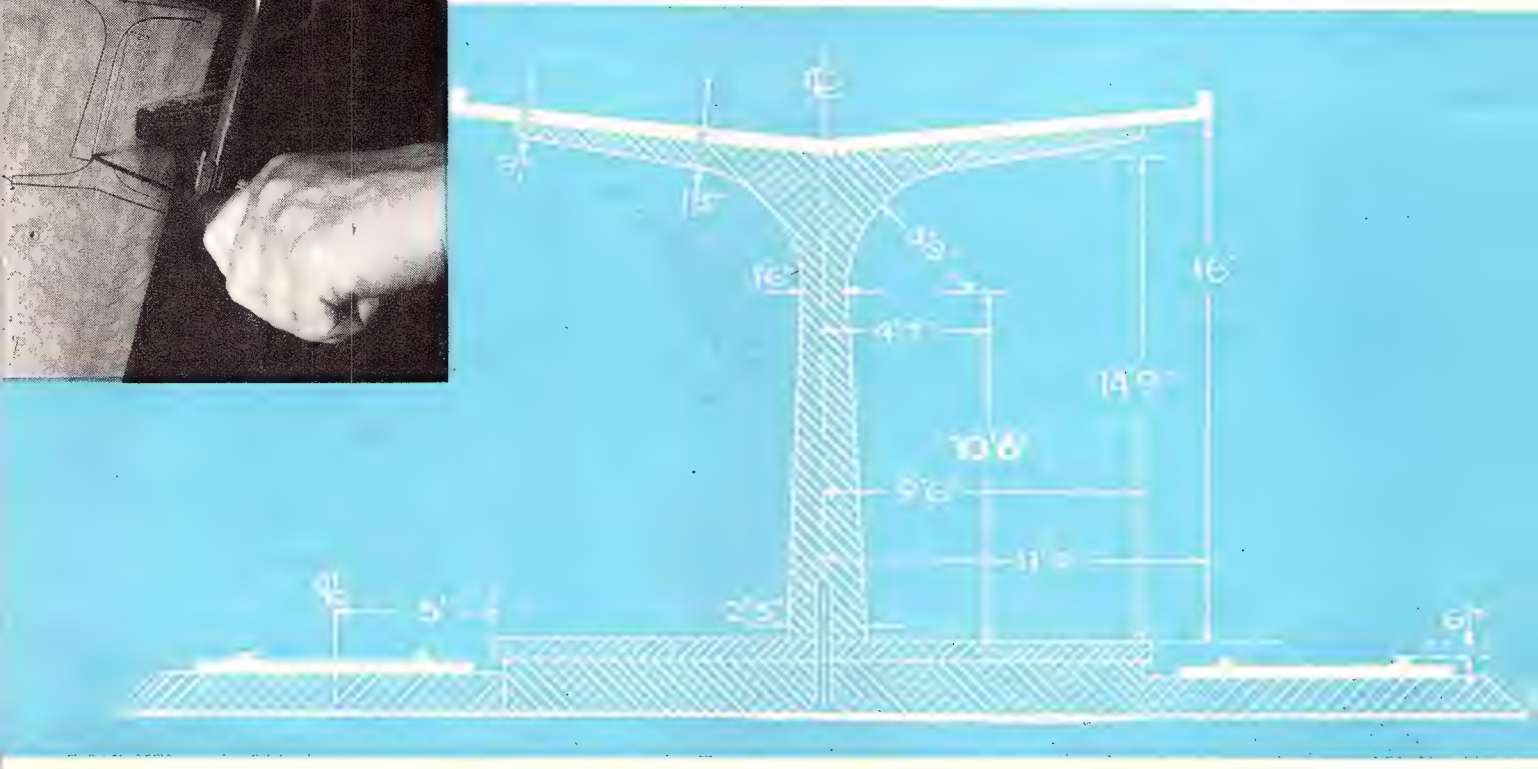
How To Begin

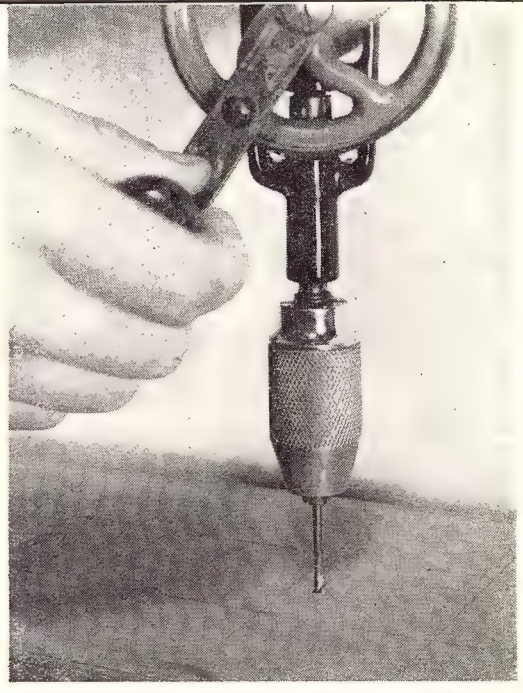
The sheds in the photos are at Chapelle terminal on Delta Lines, though the trackage has been re-arranged since the photos were made. They are long enough for six 84-footers, but the length is optional and should be adjusted to fit your site. The sheds look frail, but they are eight years old and have stood a lot of cuffing. Matter of fact, they are quite hefty and you will see why in the construction sequence pictured on these pages.

I sawed the platforms from gum-faced plywood. Its grain is soft and even and, after sanding, one thinned coat of white enamel undercoater hides it completely. While the undercoater is still wet, I brushed in some black to gray it, varying and blending the density of the color somewhat with a ½-inch sable hair brush in order to avoid an unnaturally solid monotone. When dry, a thinned stain of raw sienna from an artist tube was brushed at random over the gray, which tanned it just enough to look like genuine concrete. When the sienna was hard, I smeared a little gray stain over it here and there—near platform edges, along natural walkways and at the portals of the covered stairs. Not heavy, men, but a thin wash to dirty it, as if from scuffing feet. The platform is dusty, never oily. Artist colors thinned only with turpentine will be flat. In a month or so, they will be as dull as dust.

Finally, expansion joints were ruled across the hard surface with a sharp pencil—first, a line six inches from and parallel to the edge, to imitate a curb; and then squares or rectangles in the middle areas. Study your sidewalk and match its colors and joint shadows. Before drawing the shadows, determine the positions of the columns. These can be anywhere from 28 to 40 feet apart. Divide the joint shadows into multiples of this distance so that the pattern of joints in the concrete will be uniform in relation to the columns.

Columns and roof beams are cut in a single unit with a scroll saw from close-grained plywood. Saw and smooth one unit to use as a pattern for others. Many may be cut from a small piece of material by nesting them as shown in the insert. Use ⅜″ plywood for O gauge, ⅛″ masonite for smaller gauges.





Photos 4 and 5: Drill holes in bottoms of columns about half inch deep. Mark off positions of columns on platform as in photo 7 and drill vertical pilot holes through material. Holes should make snug fits for finishing nails. Saw off nails to proper length, retaining the head ends, and round new ends with a file. Drive nails upward through platform holes and push down columns over rounded ends to test alignment before detailing.

Strips of wood were then cemented and bradded underneath the platform to raise its surface six inches above rail heads and the edges were painted almost black to imitate the grime of the years—lamp black added to Van-Dyke brown does the trick.

Take care to see that your platform clears all moving parts on your rolling stock, of course. Five feet from the center line of tracks should be adequate. Car steps will look just right then—skimming along the edge of the platform curb.

If you use insulating celotex sheets as a sub-base for tracks (and you should), drive small finishing nails through the elevating strips before nailing them to the platform slab—points down and protruding ⅜-inch. When the platform is pressed down, the nails will be driven into the celotex, anchoring the whole structure firmly. To re-adjust or remove it, lift up. This anchoring method also eliminated vibration noises.

As with other construction projects patterned after equipment on the Delta lines, and described in every issue of *Railroad Model Craftsman,* these units can be built at a minimum of expense from easy-to-find materials. Don't be afraid to substitute or to alter dimensions to fit your specific requirements. For instance, some umbrella roofs are built to project slightly beyond the edges of the platform and to overhang car roofs while others are trimmed to correspond to the platform width.

Now let's follow the rest of the construction in the photo story.

Photo 6: Columns represent structural steel shapes. After blanks have been aligned on the platform, remove them and apply bristol or other stiff card to the edges with two coats of cement to imitate flanges. Keep cement from visible parts of columns. Paint white, green or other color with flat paint. Use artists colors and turps.

Photo 7: To align nail holes, find center of platform, stretch chalked string between the points and snap. To find post intervals, subtract total overhang from shed length and divide remainder by the number of posts.

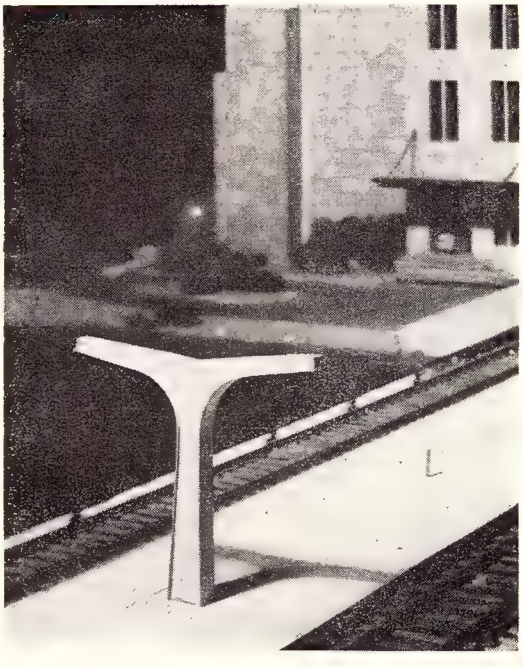


Photo 8: Nail, used as steel dowel, stiffens joint between platform and column. Run cement into both holes and push nail in to force cement into wood fibers, then remove. Spread thin coat on bottom of the column. When cement sets, apply second coat to holes and bottom, mount column as above. Allow time to thoroughly dry.

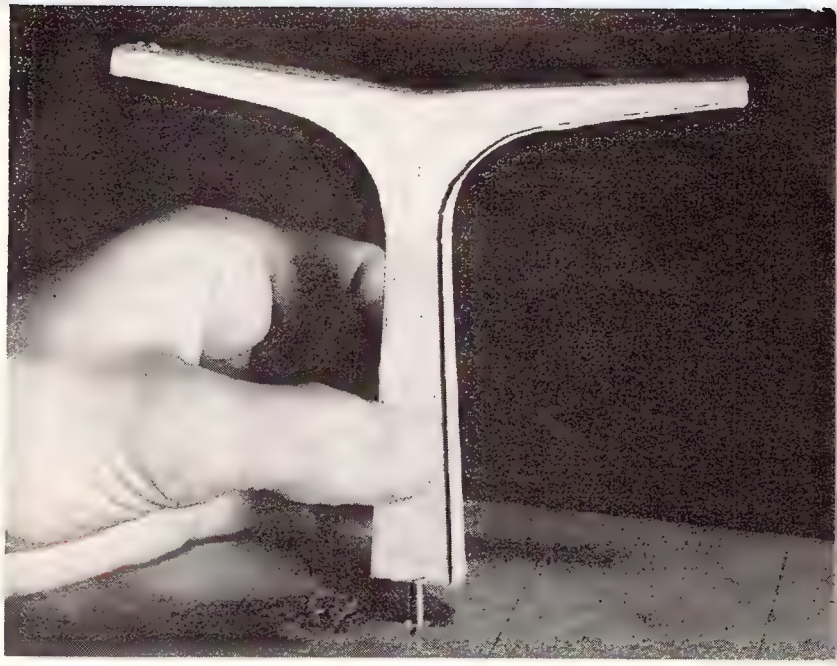


Photo 9: Herringbone effect produced by precision mounting of the umbrella shed framework. The gap in the rows of columns has been left to make room for the future construction of an overhead viaduct with stairways descending to platform. These and the two black-brown rectangles of paint representing elevator shafts to baggage subway can be omitted and the columns then made continuous.

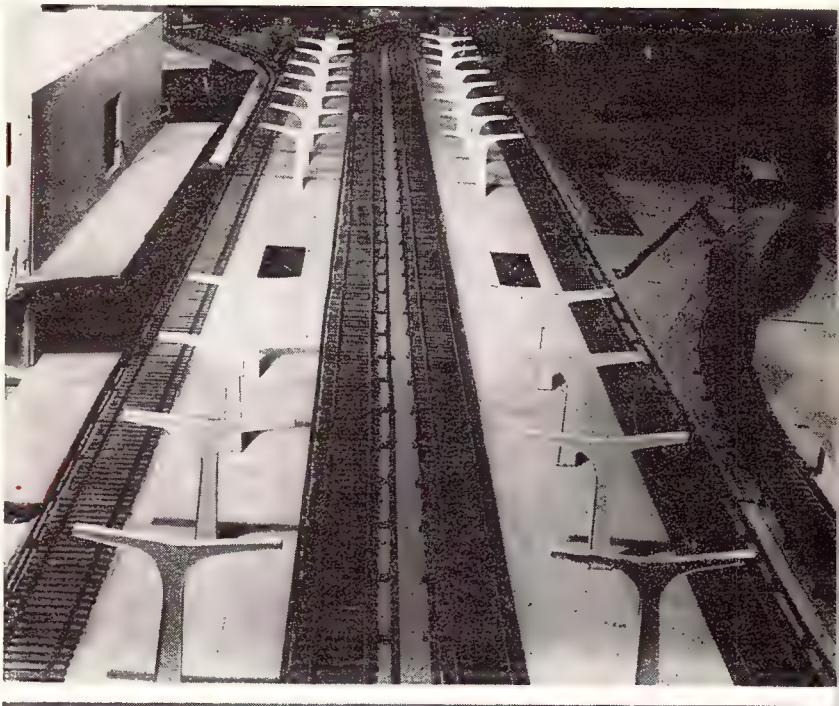
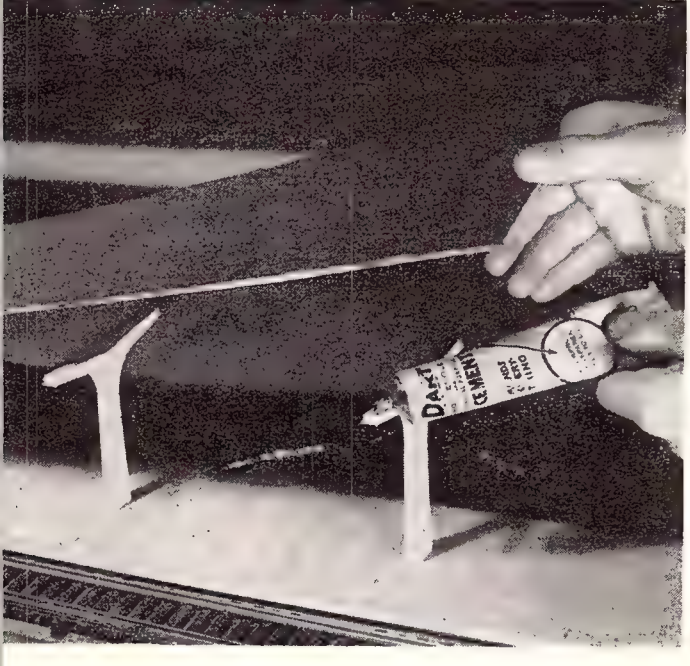
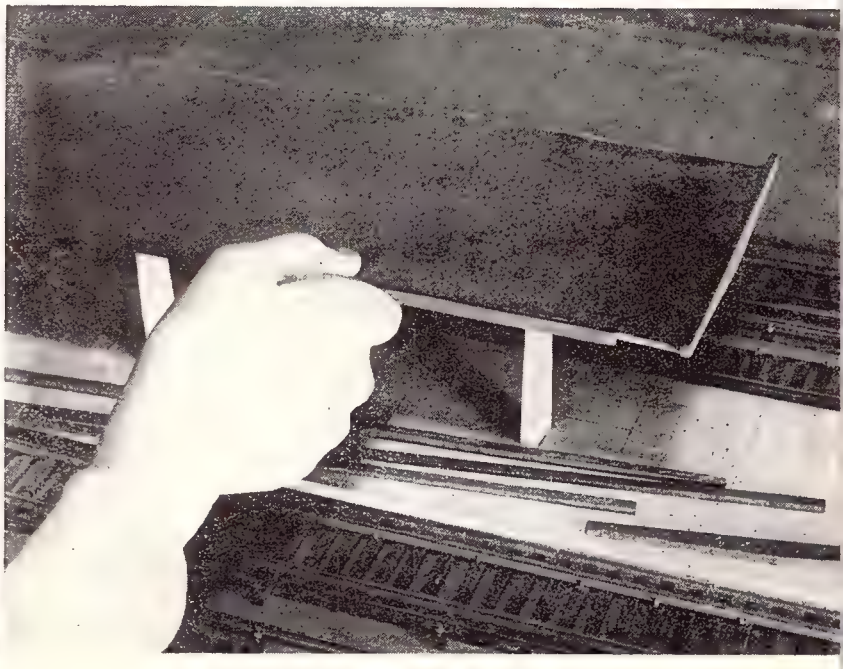


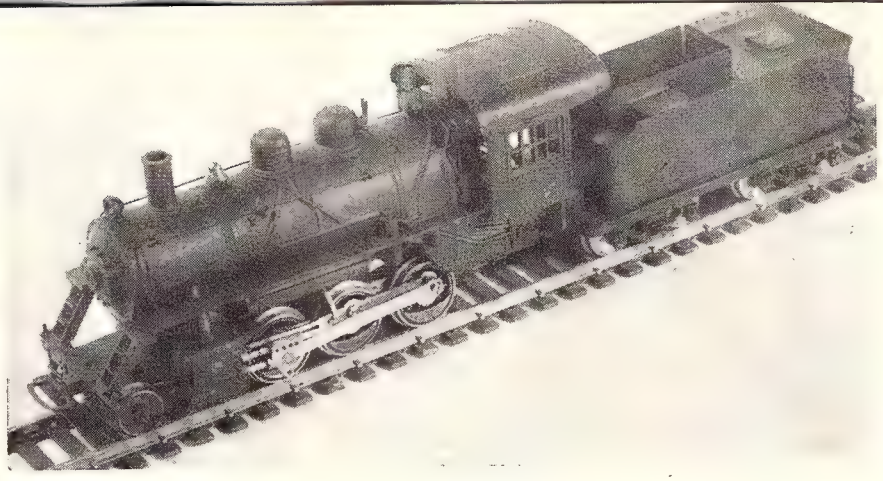
Photo 10: Strips of heavy-weight art board are cut and joined to make long roofs. Joints are lapped underneath with artboard cleats. Score down center of roof and bend to match the roof pitch in drawing. Cement roof to the beams and weight down until set.

Photo 11: Cornices are strips of wood a scale 4x10" cemented to edges of roof. Paint green before attaching. Paint roof black or dark brown. Spread with lusterless Cascamite glue and sprinkle with brown or orange-dyed sand which will closely imitate tar and gravel.



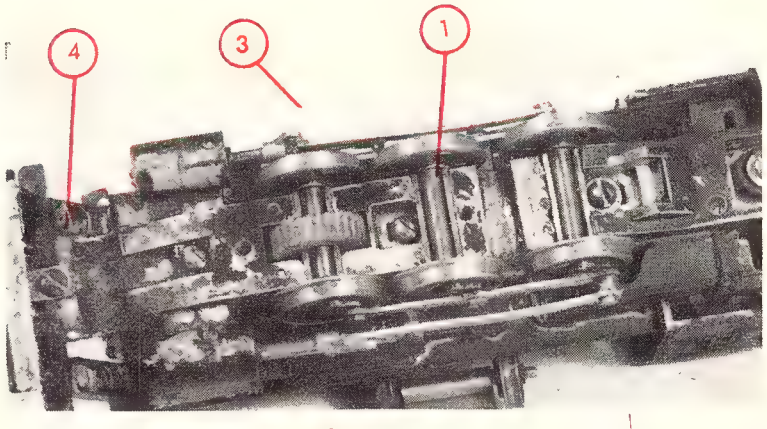


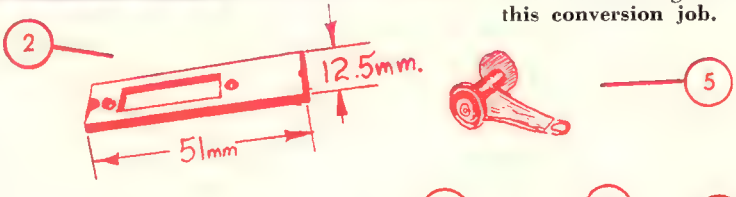
A Mantua Shifter can be converted into a nice Mogul type road engine with a minimum of expense. Only materials really needed are pr. wheels and axles (Mantua (15036); 1 long bearing (6301); 2 short side rod screws (7159). All other changes are optional.



NINE-BALL MOGUL

By Bill Schopp



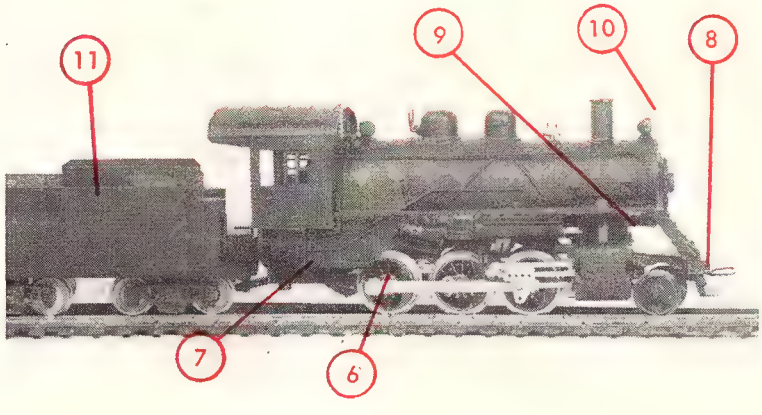


(1) Cut new slots for axle bearings, using jewelers' saw. Odd spacing is necessitated by need for keeping motor mounting screws clear. Make same width as old slots: if too narrow, file out: if too wide, center punch close to edge to push metal in to hold bearing.

(2) Cut new retainer plate from heavy sheet brass or tin. Spacing for mounting holes can be gotten from original retainer. Two rectangular holes in old plate can be combined to save work.

(3) Drill holes for new side-rods in sheet metal, using same spacing as given for new bearing slots in (1). Then cut out side rods. Test in place by pushing, motor dismounted. Chassis must coast freely. Binding can sometimes be corrected by elongating holes slightly with mouse-tail file. Then shape side-rods with file.

(4) Cut off pilot as shown, and remount far enough out to clear pilot truck. New pilot deck, cut from sheet brass or tin-can is 17 mm. long and has 3 mm. flanges each side to fit around width of frame. These must be filed out to clear pilot truck wheels. Butt against front of cylinder block and solder in place.



(5) New pilot truck formed from light metal and wrapped around axle of any pair of freight car wheels. Tapered bottom of flat-head screw in non-countersunk hole in new mounting plate will permit pilot truck to swivel. Fibre washer behind insulated pilot wheel may be needed.

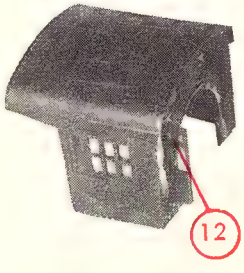
(6) New main rod must be made to these dimensions, using same sized holes as old. If you are careful you can utilize the original rivets (#8351).

(7) Firebox front must be sloped differently and inside routed out a little to clear rear pair of drivers. This destroys original hook device for holding down rear of superstructure, but one screw at front seems to be sturdy enough.

(8) Budd steps, optional, soldered to pilot beam.

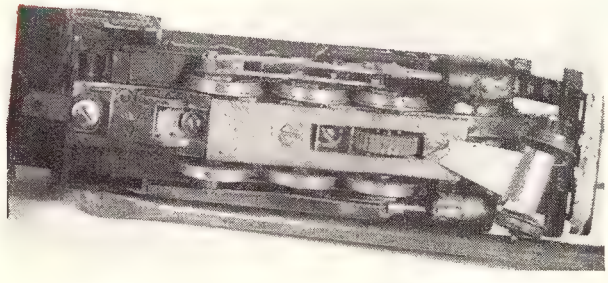
(9) Running board extensions, sheet brass, soldered in place. Must rest on top of steps.

(10) Original headlight may be placed at center of boiler, or replaced with Lindsay "Stubby" headlight as shown here. Varney headlight also would look good on this conversion job.



(11) Tender shown here is from Belle of Eighties. Kemtron Shorty Vanderbilt tender or Penn-Line low-side (H-9, E-6 type) may also be used. Drawbar must be devised to suit type of tender actually used. Switching type tender not too suitable for road locomotive.

(12) Thanks to detailed front of cab, a door may be cut out as shown, then soldered in place in an open position as shown.



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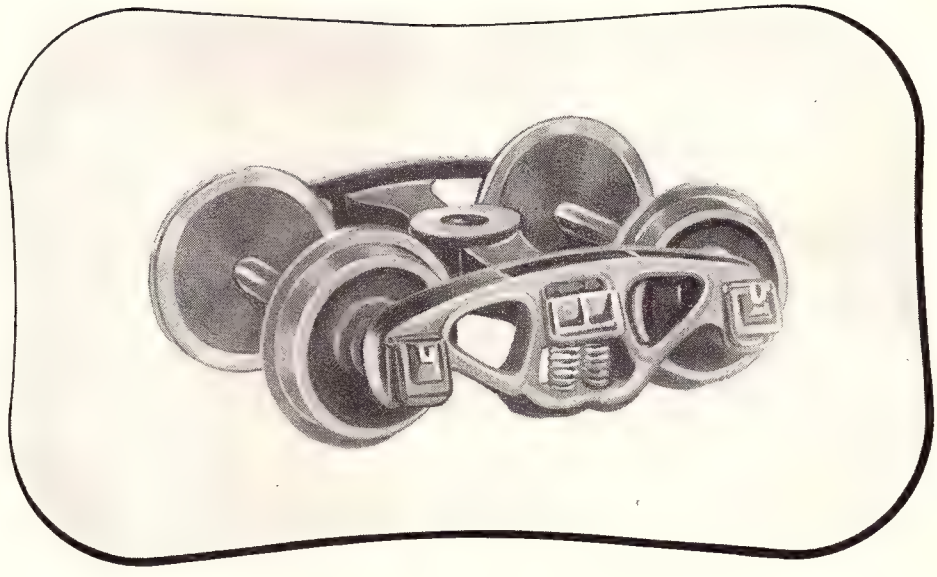

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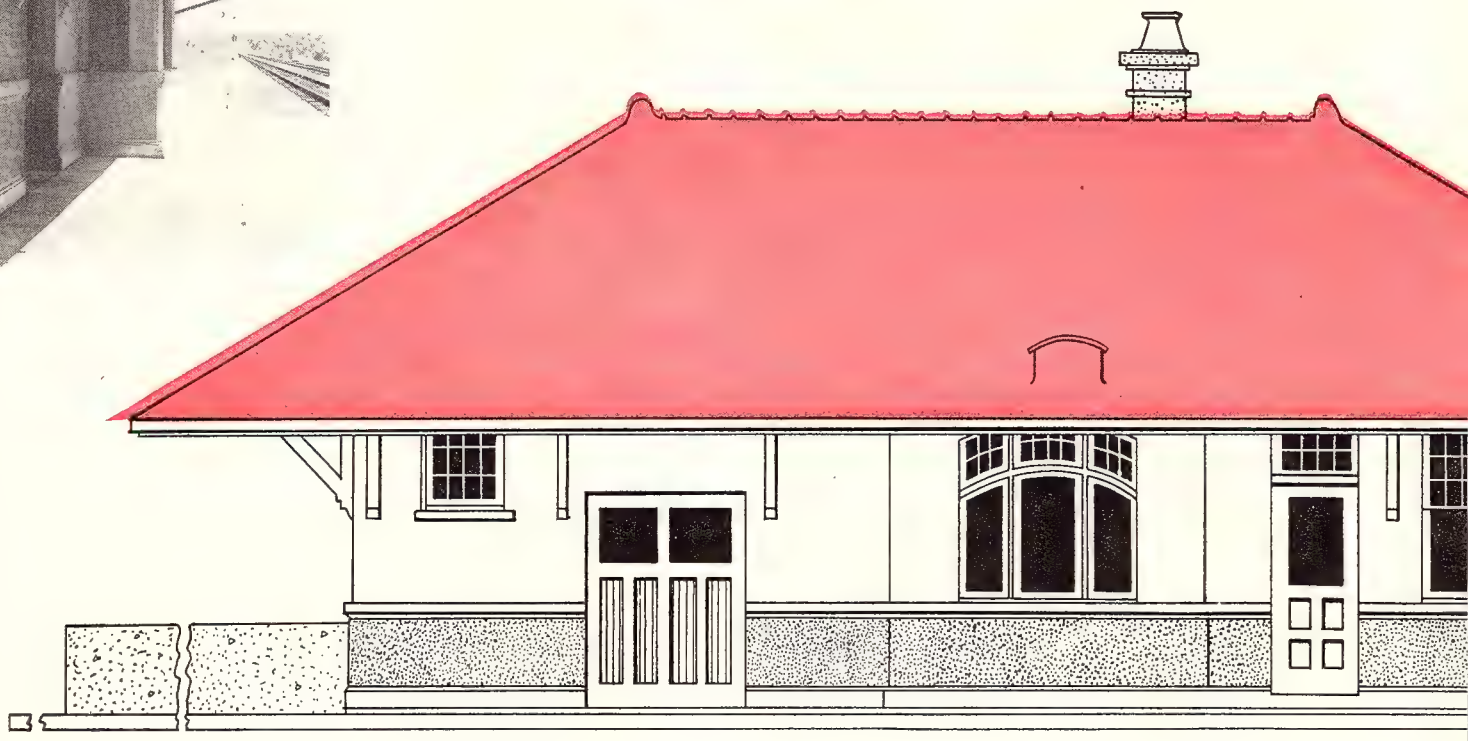
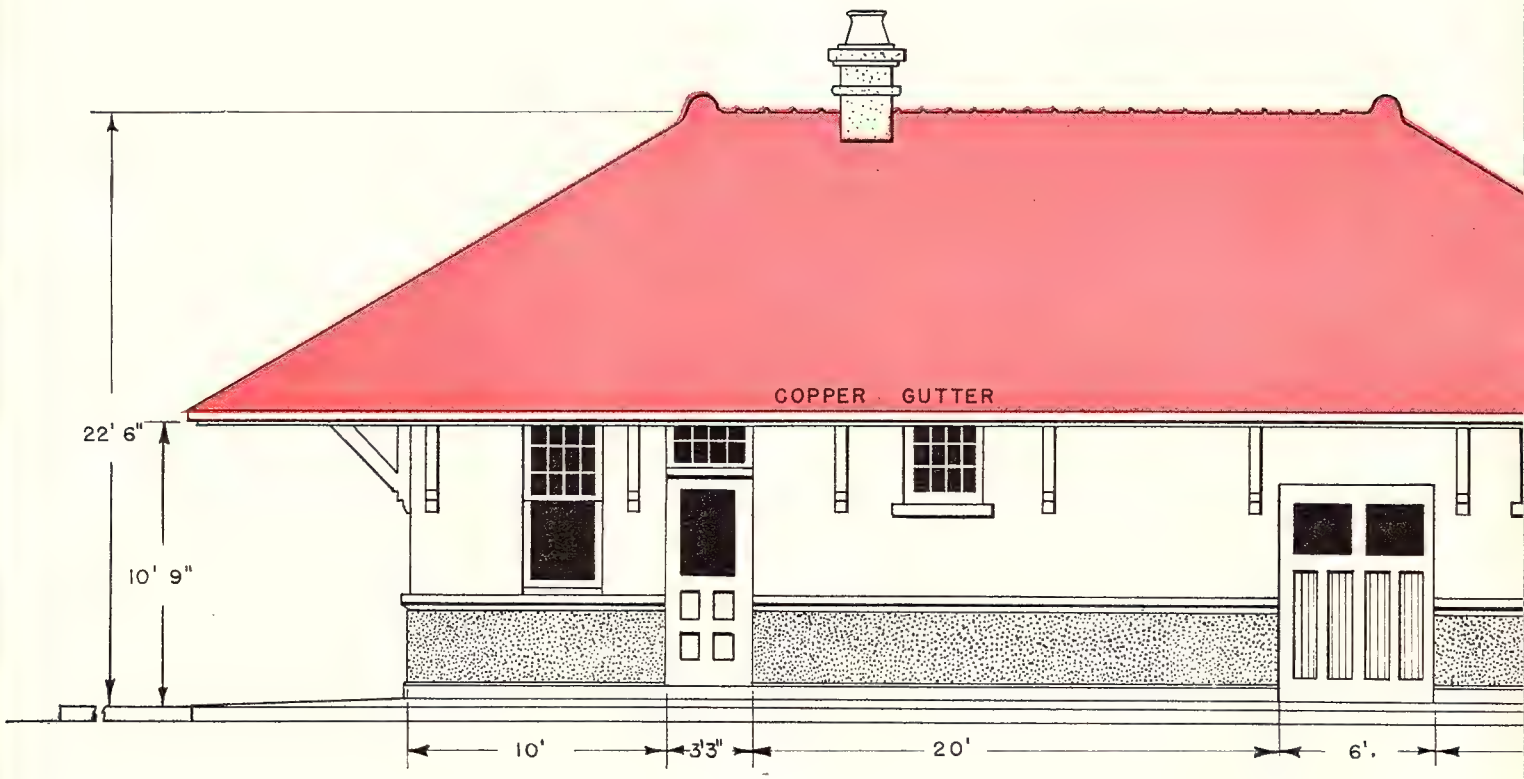
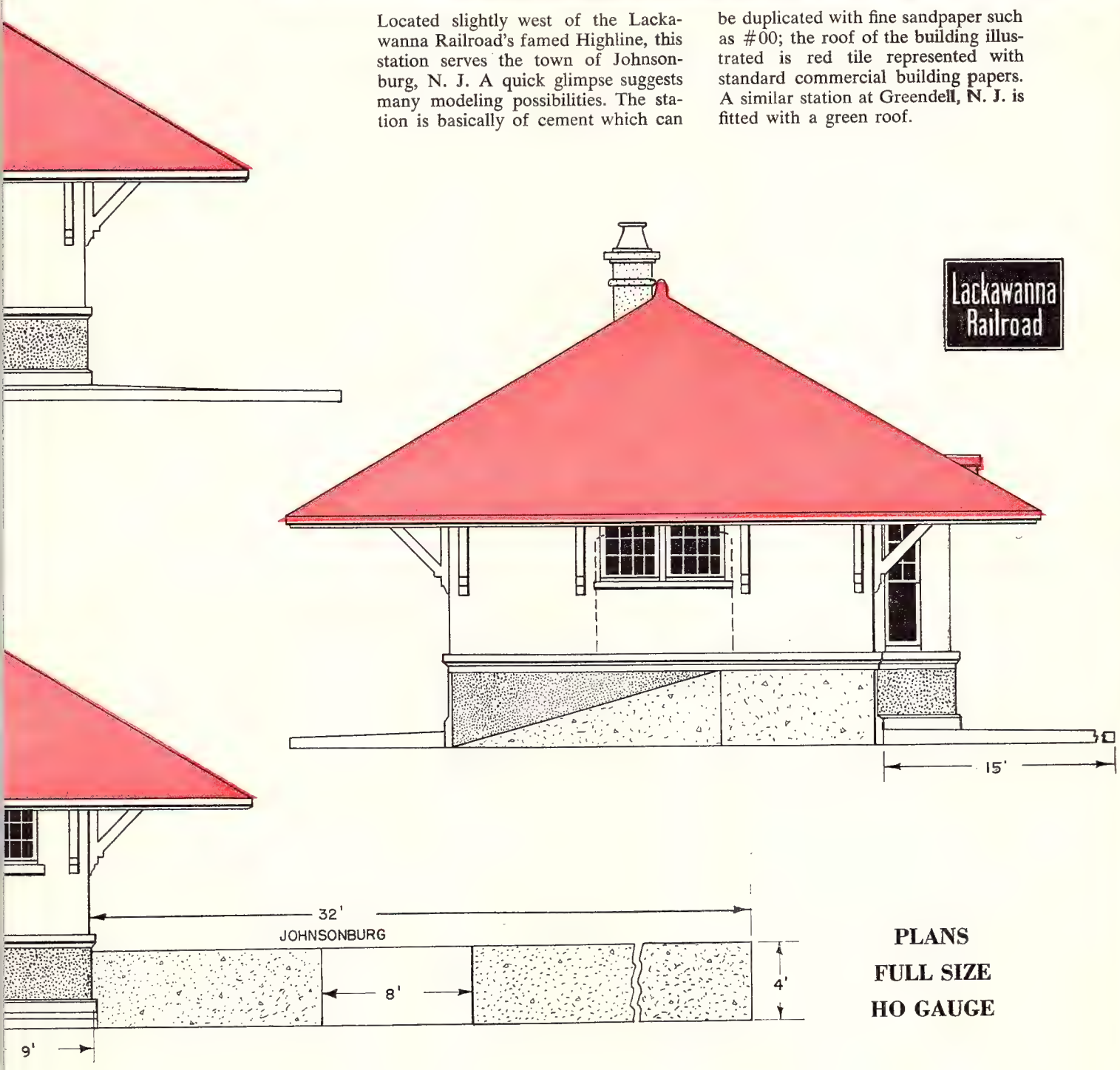
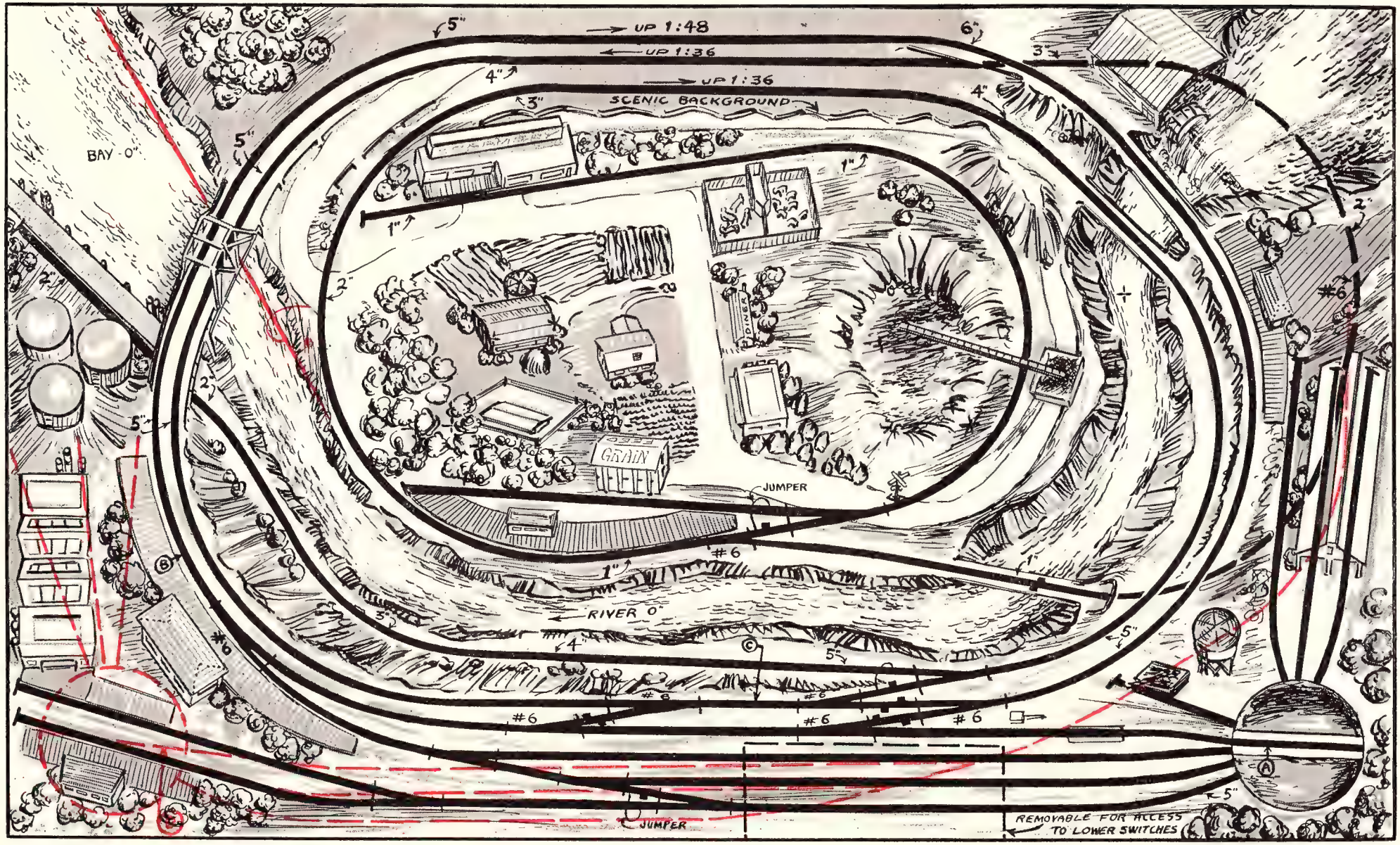




Located slightly west of the Lackawanna Railroad's famed Highline, this station serves the town of Johnsonburg, N. J. A quick glimpse suggests many modeling possibilities. The station is basically of cement which can be duplicated with fine sandpaper such as #00; the roof of the building illustrated is red tile represented with standard commercial building papers. A similar station at Greendell, N. J. is fitted with a green roof.



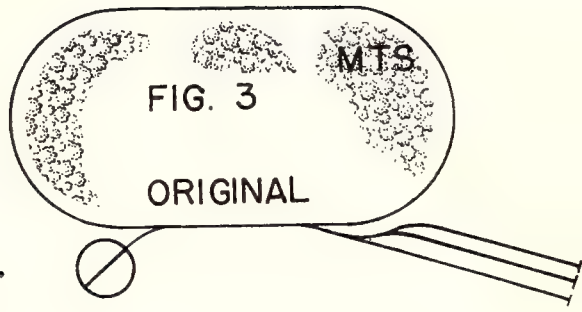
PLANS
FULL SIZE
HO GAUGE



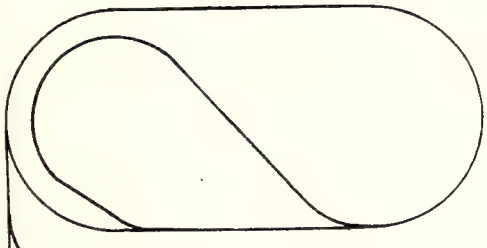
Railroad Model Craftsman layout #3 expanded one foot in length and width and shown here in inverted form. Construction should start with the lowest tracks; first the hidden yard, then the main line beginning at the lowest point. Hidden trackage on this layout has been shown in color, a simple three track yard and another turntable. An optional branch line is also shown in color. Compare this drawing with the original RMC layout #3 shown in condensed form on page 44.

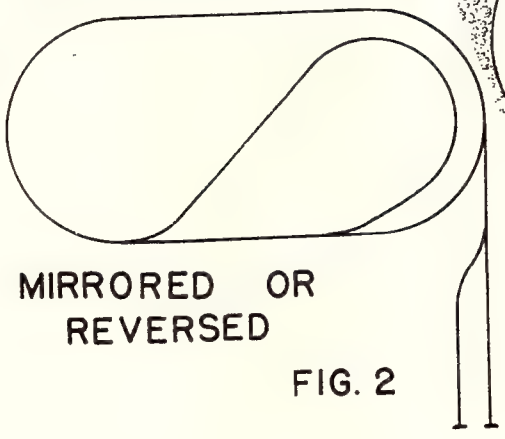
INVERTING A LAYOUT

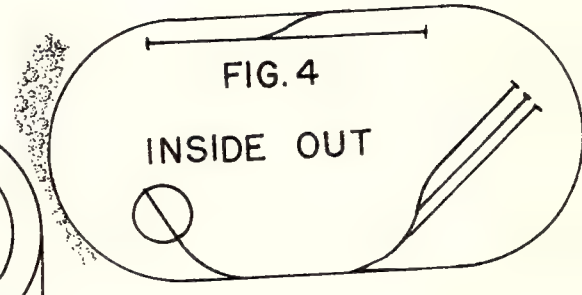
by
The Layout Doctor



Here's an easy way to develop an entirely different layout design which will meet your space needs.







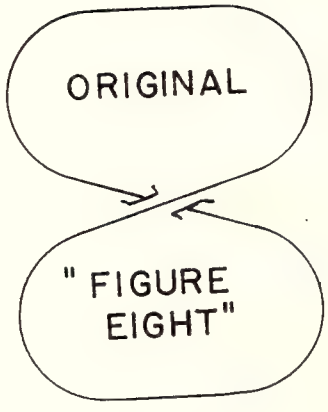


FIG. 5

You can do a lot of things with a layout drawing, the easiest one being to mirror or reverse it. This is shown by a comparison of figs. 1 and 2. In fig. 1, perhaps there was a door at lower left, so that the terminal yard had to be placed along the left wall. Yet your room may have the door at lower left so you'll need to place the terminal at right. To obtain best results you also have to change the direction of the reverse loop so that trains can still be turned to head back into the terminal.

A quick way of visualizing a reversed layout is simply to hold it up and look at the plan in a mirror. Or hold up to a bright light and look through the back of the page. For a more permanent record, make a tracing of the layout from the book or magazine: place a piece of paper under the page, then a carbon paper *shiny side up,* then any piece of cardboard or paper for backing. When you trace the original layout with your pencil, the inverted carbon paper will reproduce it in reverse on the back of the first sheet of paper. It may also be done by photographic processes. Changes in the design need not be made in the reversing unless desired, although sometimes crossovers may be changed from facing to trailing (or vice-versa) to accommodate right hand operation as per usual United States practice.

Some but not all layouts may be turned inside out as per figs. 3 and 4. In fig. 3, for instance, perhaps there are mountains or other scenery in the center, with yards, turntable, and control panel outside. But in fig. 4, perhaps with more space available or walls located differently, the mountains or other scenery are placed outside along the walls and the yard, turntable, and panel inside. Not all these changes need to be made, and of course additions may be made such as adding the sidings in the rear in fig. 4. A layout plan may be both reversed and turned inside out.

It might also be mentioned in passing that a layout may be changed in size or proportions, which is why these few sketches are not accurate drawings, just sketches. Obviously an oval may measure two by four feet, four by six, six by ten, twelve by twenty, etc., with yards and other parts maybe, maybe not altered to be in the same proportion.

Fig. 5 shows a figure eight layout, a classic of toy train days. Fig. 6 shows how this is often changed to get an "inside-out figure eight," a classic of *scale* model layouts. This is sometimes called a twice-around oval. The crossing of the tracks may be by bridge, as shown, or by level crossing if only one level of track is desired. The crossing may be at rear left as

(*Continued on page* 44)

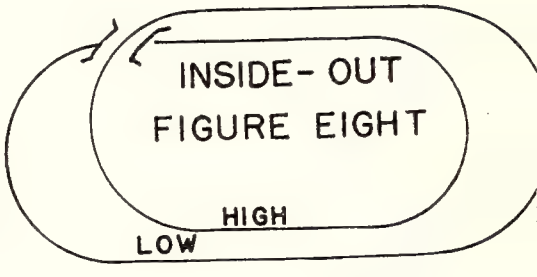


FIG. 6

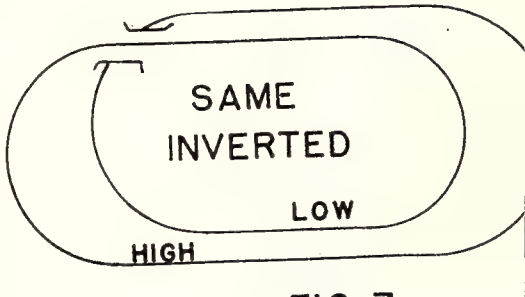


FIG. 7

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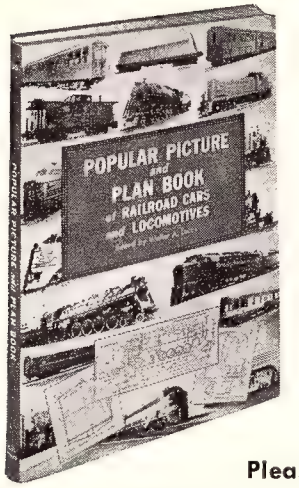

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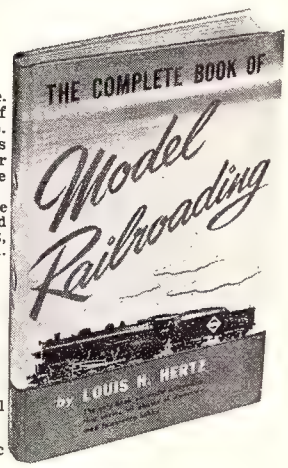

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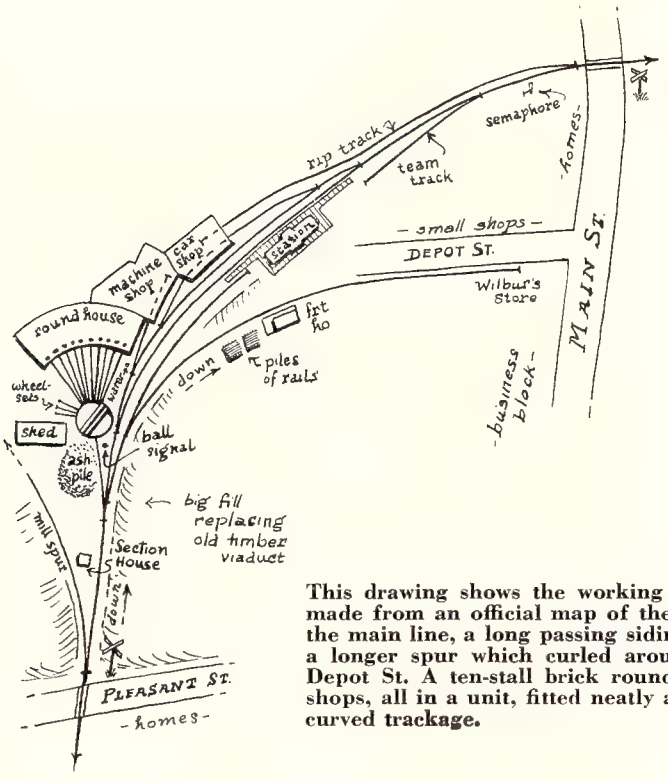
Phillips on the SANDY RIVER & RANGELEY LAKES RAILROAD

A main line, a long passing siding, a short stub track and a longer curling spur formed the Phillips yard on the SR&RL. Here is an ideal prototype for those who must model in small space.

By Dick Andrews

Phillips on the SANDY RIVER & RANGELEY



This drawing shows the working core of Phillips yard as made from an official map of the SR & RL. It consists of the main line, a long passing siding, a short stub track and a longer spur which curled around to dip along side of Depot St. A ten-stall brick roundhouse, machine and car shops, all in a unit, fitted neatly around the outside of the curved trackage.

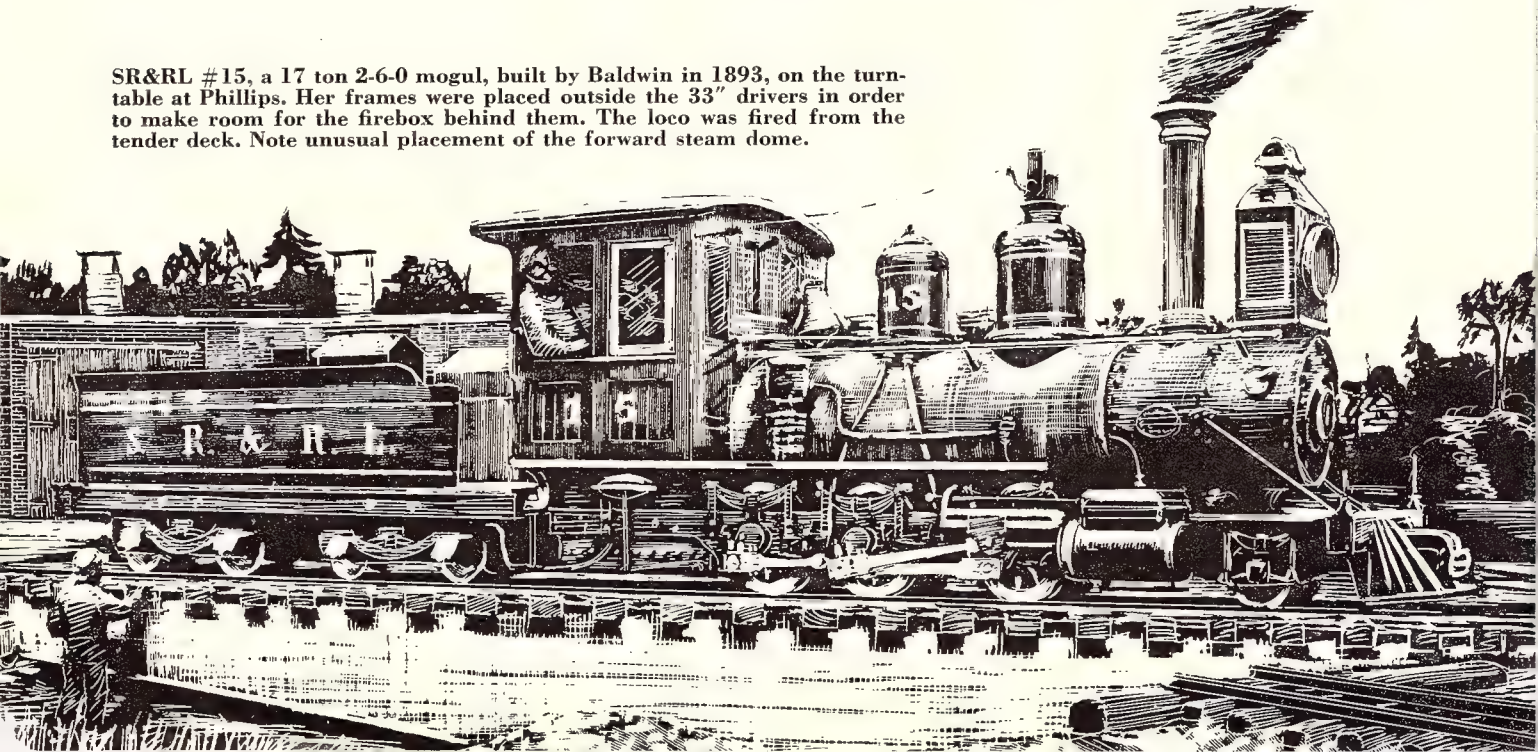
CLASSIFICATION yards laid out on curves are not too common among prototype installations; probably the chief disadvantage is that they are somewhat blind for the crews switching in them and increase the difficulty of passing signals to the engineer. However they have existed, and on model pikes—which we usually see from a bird's-eye view—they have definite advantages in greater flexibility and compactness for the space available. One might even add that they are more pleasing to the eye.

I well remember one 0 gauger of my acquaintance who, with twenty feet clear for a large yard, was carefully laying the ladder tracks out on an 80 foot radius curve (!) as a relief to their rigid straightness. However there is no need for a great expanse of trackage to serve a road of even fair size. The Sandy River & Rangeley Lakes R.R. classified a steady stream of freight drags around the clock at its Phillips yard, as well as servicing and repairing twenty-odd locos and hundreds of cars there—all within a rather small swing behind the town's business block.

The total spread of trackage at Phillips was of course greater than that. The place had expanded a good deal since the early days when it had the ultra-simple plan and barnyard-like appearance which we described in the May issue. The big old engine "barn" and the covered station were gone, as well as the allied structures. In their place was a modern yard complete in every respect for its position as headquarters of a busy pike with a hundred miles of main and branch line trackage. The SR&RL was still narrow gauge, but it had come a long way from the day in 1879 that the first light track had been laid up the Sandy River valley into Phillips.

The increase in size had come from an enormous traffic in lumber. The success of the little two foot gauge short line into Phillips soon caught the attention of various Boston businessmen who saw that it would not be too expensive to extend such an economical type of railroad further north into the vast wealth of virgin timber lands beyond Phillips. Within a few years the Franklin & Megantic Ry. had tapped the valley line below Phillips and was pushing north to Kingfield. And by 1890 the Phillips & Rangeley R.R. had formed an actual extension of the local road right on over the Blue Mountains to the beautiful resort area at Rangeley. However the resort trains that the P&R and the Sandy River R.R. were soon joining forces to operate were merely a profitable side-line; the promoters of the P&R and the F&M were in the railroad business in order to get their timber out to the mills and to market. Unfortunately these woodland pikes did not pay too well, and in order to

SR&RL #15, a 17 ton 2-6-0 mogul, built by Baldwin in 1893, on the turntable at Phillips. Her frames were placed outside the 33″ drivers in order to make room for the firebox behind them. The loco was fired from the tender deck. Note unusual placement of the forward steam dome.



The "Rangeley Express," north-bound at Phillips station, pulled by 2-4-4T Forney type #8. North end of car shop is in the right background. With local transportation still provided by "Dobbin" the pike had few worries - - - yet!

build necessary logging branches their promoters had to organize the new lines—on paper—as separate railroad companies. By 1905 there were no less than six little narrow gauge pikes, none much more than a dozen miles long, in that northwest corner of Maine!

They formed a sort of "Y" shaped system, with the P&R and its subsidiaries making the left-hand arm and the F&M lines the right-hand, while the Sandy River R.R. was the leg. Phillips was located right by the junction point. And the local road was receiving the heavy traffic which the two branch systems provided without having to spend an Indian head nickel to build them. Before long the P&R and F&M were in receivership while the Sandy River line had the money in the bank to take them over. The lines were merged to form the Sandy River & Rangeley Lakes.

With the merger, Phillips was now a division point of sorts. Long drags chuffed into town off the branches with loads of logs for the mills. Light engines switched them about, and the finished wood products, ready for shipment, were loaded and made up into longer drags for handling down the valley to the junction point at Farmington with the Maine Central R.R.

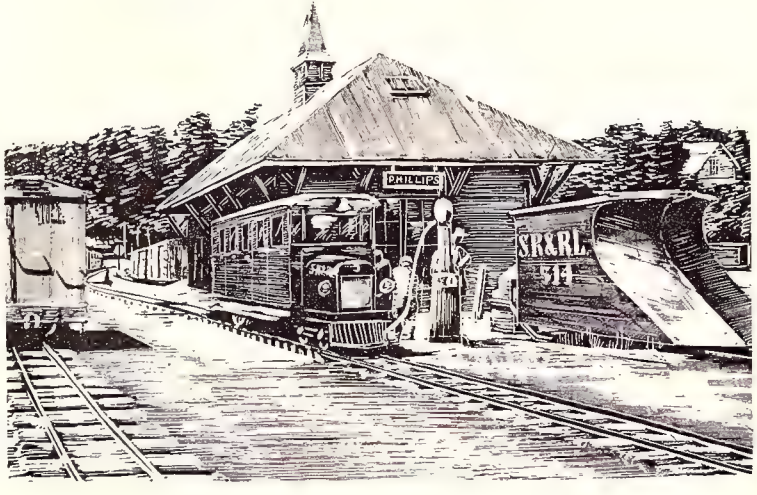
There were also the many way freights handling supplies to the various log camps and to the thriving on-line towns and villages. Passenger traffic boomed with the loggers as a year-round staple and the summer trade as an extra dividend. The center for all these operations was Phillips.

Coming up into town from the park-like meadows of the Sandy River valley, the line crossed the Sandy River on a steel through truss bridge and shortly passed the town power house which supplied juice for the many mills. Here was a long siding and also a private spur into a large mill yard. Then Sawyer and Pleasant Sts. were crossed in succession as the track passed closely between several homes. It was the good fortune of my friend Elliott Steward to live here as a boy in a house so close to the right of way that he could board outbound freights from his porch. And it seems that the jolly train crews made him welcome in cupola and cab for many long rides over the system. It is only natural that Elliott has always been a great narrow gauge rail fan!

Beyond Pleasant St. the track dipped sharply down and ran across the solid fill which had replaced the old timber viaduct. At the further end was the yard throat, as of old, and the tracks swung right as they divided into —just three sidings. The 10-stall brick roundhouse, and brick machine and car shops—all actually built together —fitted neatly around the outside of this curve. And on the inside, where the line straightened again, was the white frame station at the foot of Depot St.

This was the working core of the yard, and it was simple. The tracks consisted merely of the main line, a long passing siding, a short stub track, and a longer spur which curled around to dip down further and run along the side of Depot St. to the Wilbur Store. Freights were made up from the fill, with the down grade as a big help. The switcher would give the cars a good boot as they were cut loose, and they would roll down grade and into one of the four tracks. Then the road engine would couple on, and one of the road's little side-door cabooses or perhaps a combine would be tacked on the end, and the drag would high-ball out of town.

The arrangement of the roundhouse and shops was particularly neat and snug as they fitted around the outside of this bend, with the points where they joined being somewhat "saw-toothed" so as to provide entry doors for tracks. Here the pike kept a good many of its chunky freight kettles—Baldwin's latest models for narrow gauge super-power—as well as the older and more dainty little pots used for passenger and light work. And the machine shop was always ready to receive them for an overhaul or a rebuild. Logging is notoriously rough on equipment, and then the well-known fact that narrow gauge trains always run slowly had not reached the Sandy River engineers. They liked to push along, and local speed records generally did not last too long. In spite of the two foot gauge, the equipment rode steadily—particularly the outside



Phillips station about 1930, during the last years of the road, showing one of the railbuses built in the road's shops to save on steam power, and the gas pumps installed to fuel it—a detail suitable for modeling.

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frame engines. One morning an engineer was seated comfortably in #10's cab with the throttle in his lap, when the conductor fought his way over the tender and hollered that the passengers in the coaches behind were kneeling in the aisles! These boys also used to do a good deal of hunting from their cabs, and rarely went out without a gun ready in hand for a pot shot at a deer.

The car shop at the far end turned out box car bodies and engine cabs, and had a long rip track for bad order equipment. This also held those passenger cars and cabooses not in use, and in later years one or two of the older cars were sheathed with tarpaper and lathing and used as bunk cars for engine crews. This gave the place a "lived in" look.

As the yard was on a curve, signals were placed so as to call on trains approaching from either direction. A real old-time high ball signal stood by the turntable, where it could be seen by trains coming up from below as well as by departing trains for the south at the station. A semaphore at the upper end of the yard past the station did the same thing for that end, and its paddle could be worked by the agent in his bay in the station. (This suggests a fish line hook-up for model wig-wagging.)

Phillips station was of course the dispatching point of the entire railroad, and in the old days of the six short lines, the through passenger trains—whose cars were pooled by the roads concerned—received an engine change there. This was then further complicated by the fact that the prosperous Sandy River R.R. was already using automatic air brakes when the bankrupt Phillips & Rangeley R.R. was sticking to good old vacuum. (A no-doubt very partial vacuum in the train line, created by a steam syphon on the engine, worked the pistons of big fat cylinders to set the brakes.) This meant that each car used on this run had to have duplicate braking systems —a real prototype for the fellow who likes underbody detail!

Main St. was crossed above the station, and what comes after that can only be explained by the fact that this street crossing was once the boundary between the local road and the P&R, with the later pike's Phillips terminus beyond it. First came coaling sheds from which the engine tanks were filled by simply shoveling it over. This was continued in use by the SR&RL, and no doubt the coaling up didn't take too long with all hands helping out. This system at least has the one great virtue of simplicity. Beyond that was a store house with tracks entering from both sides; probably in P&R days this was a car shed. Another building

View of Phillips yard from the lead. Note the ball-signal by the turntable pit beyond the engine and how shop buildings follow curved track.

across the tracks was also perhaps once a car house, but the SR&RL used it as a paint shop as it would neatly hold one engine or one car while a coat of paint dried free of dirt from passing trains. Such small sheds could be useful on a model railroad where they would protect any particularly fancy paint jobs from cellar dust.

Just past these sheds the line crossed the Sandy River again via a covered wooden bridge whose two spans were mainly supported by massive arches built up of laminated wooden planking bolted together. This gave the structure a solidity which engine crews did not always feel when crossing the spidery steel through truss over the river below town. These covered bridges always have interest for the eye as trains run through them—in one end and out the other like a short tunnel. And with the further end masked by buildings, trees, or a rise of ground, they can provide an exit for a "sneak-off" track without requiring a mountain to justify a tunnel portal. One feature of the Phillips bridge were the tell-tales over the track at either approach to it, for it presented the same hazard as a tunnel to men riding the car-tops.

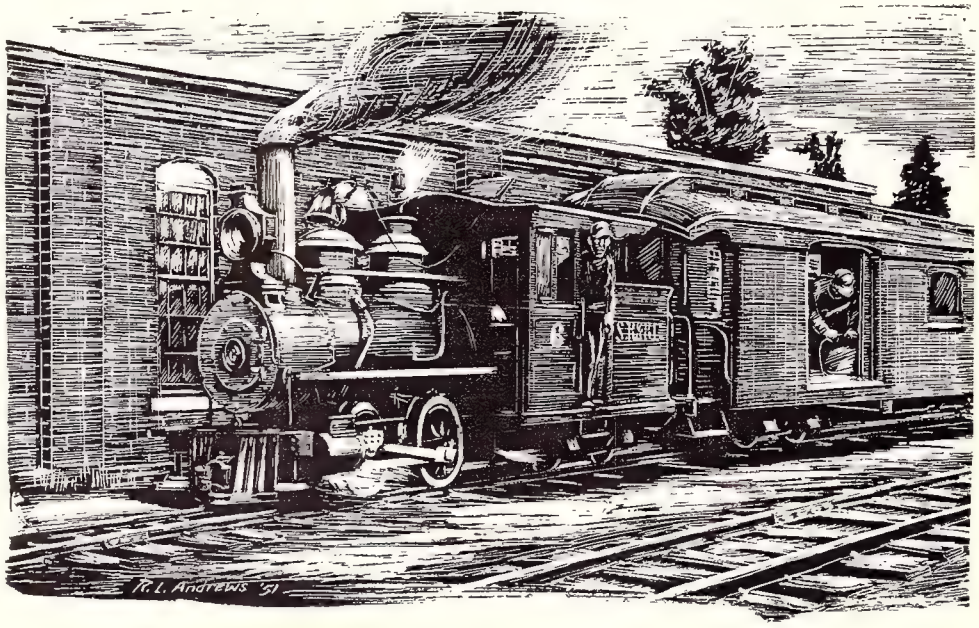
Beyond the bridge was the old P&R engine terminal—a 7-stall stone roundhouse with a wooden turntable which was known among boys of the town as the "Old Stone Fort." Probably they played many games there as the building was used by the SR&RL mainly as a storage place for engines awaiting overhauls.

Such was the compact and busy Phillips yard around 1920, before highway competition and the depletion of the woods led to the decline and disappearance of this colorful narrow gauge system. Today a visitor to Phillips will find the lively railroad gone, but he will find its well worn path through town, and here and there a box car body still in use as a shed. The roundhouse, shops and station are right there almost unchanged, now serving as mills and assembly halls, well kept up. Above the station where the rip track was, he will come upon a little side door caboose which is now the home of a retired SR&RL trainman who is full of the lore of the lusty old days.

But many fans have already made the acquaintance with two foot gauge —a delightful variation in railroad prototypes—on the Edaville R.R. at South Carver, Mass. Here are all types of equipment, mostly from the Bridgton & Harrison Ry., which also operated in Maine, but there are several passenger cars from the Sandy River line including the proudest of them all—the tiny parlor car "RANGELEY."

The author has been building and operating models of these prototypes in ¼" scale for several years, using a ½" track width to fit in with 0 gauge models. H0 rails, car wheels, drivers, and other parts scale just right for this *"On-2,"* and permit modeling with just simple hand tools. Building up locos and cars of the two foot gauge prototypes is thus no more difficult than scratch-building such items in a commercial gauge. But the greatest recommendation for ¼" scale narrow gauging is that it is so practical—with the bigger scale, one can still operate in very small space indeed.

A passenger train pulls up the run-around track past the car shop. Note brick construction of shop which was also carried out on the roundhouse and machine shop. The loco, a twenty ton 0-4-4T forney type with 33" drivers, was built in 1892.



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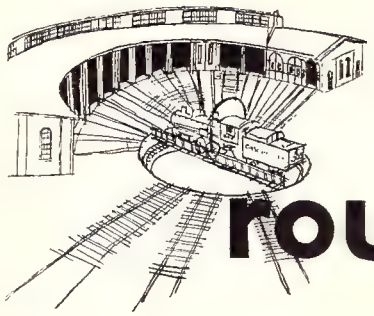


teenage roundhouse

Conducted By Gus Frisco

Teenagers are invited to contribute to this section of RMC. Send in your model and real railroad photos, drawings, hints, track plans, questions. Major contributions will be paid for at prevailing rates when published. Address Teenagers' Roundhouse, Att. Gus Frisco, Railroad Model Craftsman, Ramsey, New Jersey.

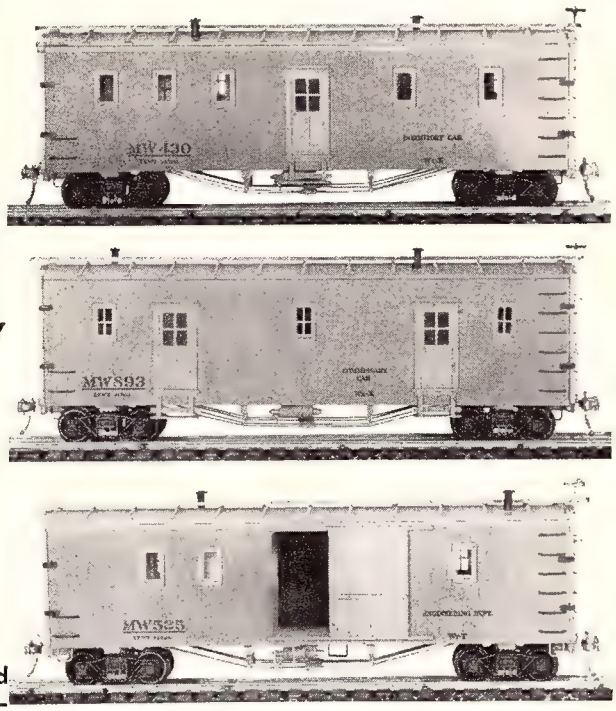
HERE we are again, and gosh Christmas is creeping up pretty fast. Even if you are not a "tinplater" with a "toy" railroad, it's still a good idea to get your layout spruced up for the Yuletide season because that's when friends and relatives expect to see "the trains." If your layout is bare of scenery, try to take time to fix up at least a small section of it with what looks like complete scenery. A station makes an interesting site. Cut a station platform from thin wood and stain it black. While paint is wet sprinkle with sand and shake off the excess. When paint is dry, apply another coat of black to cover the sand color. Place a kit built station on the platform. Buy some little Dynamodel or Weston figures, benches, baggage wagons, etc., then make lights from beads cemented on a swab stick. Lay a street of cardboard and paint it gray or black. Sidewalk can be thin wood or masonite. Put down a few kit built houses or stores or other buildings. Grass can be turkish toweling colored with cheap green paint thinned with turpentine. Put in lots of trees. Such a finished portion of your layout makes good photographic material, with a train stopping at the station, gates down, automobiles waiting, a few passengers scurrying around.

You'll do a better scenic job by completing as well as you can one section at a time. If you scatter your buildings and so on all over your pike, no part of the line will have a real and finished appearance.

I have observed that there will be more money for the model railroad hobby if you give up other hobbies. If you spend some of your hard to get cash for stamps, recordings, sports equipment, radio parts, model planes and so on, you will have less for trains. Try to concentrate your spending on just the one hobby at a time. You may want to sell or trade off other hobby material, but it's a good idea to keep it for possible future use.

Albert Paul of Brooklyn, N.Y. had a problem, but solved it himself. His Brooklyn and Manhattan Transit Co. has two P.C.C. trolleys and a dock-side switcher, the latter carrying on freight service, the former passenger. The road is entirely two-rail and is located in the cellar of his home, which, unfortunately, he says, has coal heat. This means that the cellar is extremely dirty, between dust from the coal, dust from the ashes, and what dust works down through the floor. Since the trolleys pick up with two wheels only, dust on the rails of the five by ten feet pike is quite a problem. Al used to cover his entire pike with newspapers, then later with an old sheet, but they would catch on trolley poles, etc. His answer to dust now is a piece of old

MAINTENANCE of WAY
• BUNK CAR
• COMMISSARY CAR
• ENGINEER CAR



Every railroad has a Maintenance of Way Department and every HO pike needs one too. Ask your dealer to show you Silver Streak's line of work cars.

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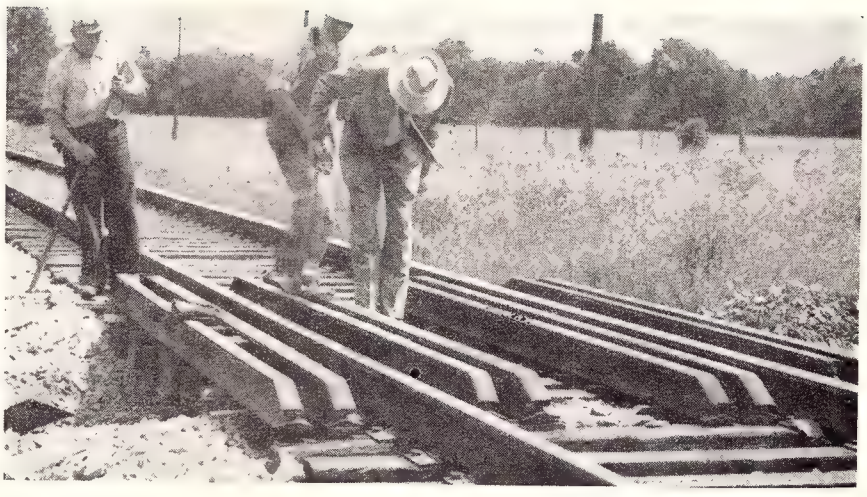
oil cloth that used to cover the kitchen table. This covers without catching. Of course it is big enough to cover only the city part of his layout where most of the switches are. The rest of the trackage he leaves uncovered, but gives it a quick cleaning before operation. Cars are kept under the oilcloth when not in use, and as they run only on clean track they don't pick up very much dirt on their wheels. . . . Might be a little better idea to keep the cars and engine under the oilcloth but also in a carbarn such as the one described in June. You could also use an Ulrich track cleaning car.

Most model stores of my acquaintance carry suitable sizes of white pine or basswood at prices about the same as balsa. This is made by Northeastern or Ayres and a vast variety can be had, including I, H, U, and Z shaped girders, clapboard siding for houses, and sheets in many thicknesses. This is best cut with a jewelers' saw or a Zona saw because it is a bit too hard for a razor blade. However it is quite sturdy and I can recommend it.

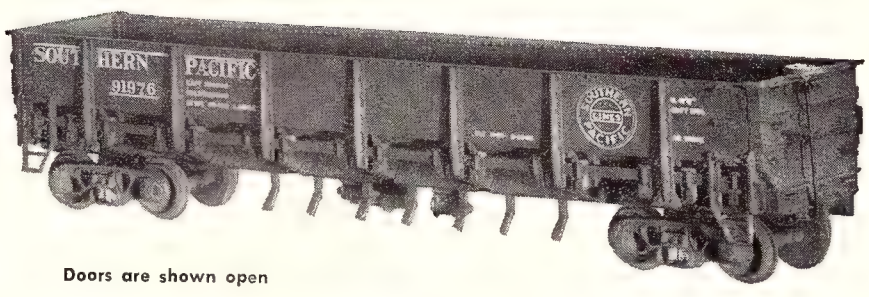
Covers from book matches make fine little billboards for along the model railroad of Carl Fitch Johnson, Springfield, Mass. And he uses typewriter ribbon boxes to hold small parts.



Temporary Bridge Work

● An interesting and easy addition to any scale model railroad would be a temporary bridge across a temporary ditch, as shown in the accompanying AAR photograph. This enables trains to run without speed restrictions such as otherwise would be required when a ditch was dug under the track. Actually a steel support is connected to the two span rails on each side of each running rail so that the running rails are supported. However for model purposes this may be omitted and the span rails simply cemented in place on the ties. Note that part of the web of each of the eight spans is cut out at the end, and the head bent down so as not to snag dragging equipment. There are no special dimensions as to length of rails since each such "bridge" must be made to suit. For model railroad purposes a permanent temporary ditch may be cut through the roadbed under the track. Please note that this is not a permanent culvert.

Here it is



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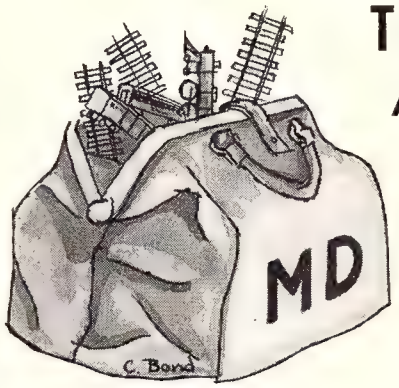


TROUBLE SHOOTING A MODEL RAILROAD

By Sam, the Trouble Man

All questions pertaining to model railroading will be answered through these pages or direct by mail by "Sam, The Trouble Man." Please include a stamped, addressed envelope with your question.

Locomotive Design

• ***I have both the Pacific and Mikado by English and it looks to me very much like the boiler castings are the same for both engines. Is this correct?***
—A. J. Russo

ANSWER: Yes. Incidentally, the PRR K-4 and L-1 Mikado types have essentially the same boiler although a few of the fittings are arranged differently. So don't be surprised to see Penn-Lines come out with an L-1 one of these days.

The Size of HO

• ***If an advertisement says HO, is it necessarily exactly to scale?***
—Jerry Gillen

ANSWER: Yes, within reason. The only exception is HO building kits. Some of them are to ⅛" scale but these have been used for many years and it is doubtful if many of the users realize the very slight discrepancy.

Made to Order

• **What's so special about custom built** ***locomotives that makes them so high priced?*** ***—Jerry Gillen***

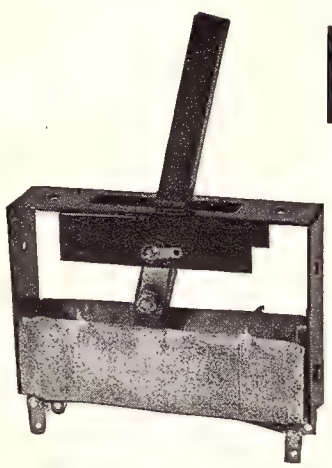
ANSWER: Custom built means made-to-order. Hence, to the cost of the kit or materials must be added the cost of the time that the builder puts in. The implication is that the workmanship is of superior quality. A model which one builds for himself is not ordinarily considered custom built, but only a model that is built by a professional or semi-pro model maker *for* you or someone else.

Inquiry must be made, in each case, whether the engine or car in question is built from a commercial kit, perhaps with extra detail, or whether it is built up using commercial parts where necessary. The high price is because of the builder's time. When special parts must be made, naturally more time is required.

Painting Troubles

• ***I painted several cars with venetian red paint bought at a five and ten (for 39¢) but find that after a week they are still not dry but are sticky to the touch. How can I make them dry now?***
—Albert Prazza

ANSWER: They surely should be dry by *this* time, but you might try subjecting them to dry heat such as from an infra-red medical type lamp. If that doesn't work, I'd suggest removing the paint. If the cars are metal you can soak them in remover, but if cardboard or wood you'll have to sponge the old paint off, which is likely to be a mess. Then repaint with a paint you have tried out to be sure it will dry in a reasonable time. A little japan drier added to paint will often make it dry quickly; however, too much drier will keep it from drying. Model railroad paints are specially prepared to dry quickly and in the end prove more economical than 5 & 10 types which are rather thick and tend to obscure detail.



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Tin Snips

When using tin snips to cut sheet metal, often a more accurate job can be done if the lower jaw is clamped in a vise. When tin snips are unavailable, common household scissors can be used to cut light sheet metal.

Jeweler's Saw

In cutting sheet metal with a jewelers saw, pick a blade which will give the maximum number of teeth in contact with the metal . . . two or three if possible. Blades are available in varying number of teeth per inch and you should have at least fine and course in your tool kit. When cutting, it is best to hold the metal *by hand* extending over the edge of a table and hold saw below the metal, doing cutting only on the downstroke. Holding by hand is preferable to holding by vice since, if saw snags a little, your hand will give and possibly prevent breakage. Breakage among jewelers saw blades is apt to be quite high: a saw blade that lasts too long is apt to be dull anyhow.

• Although the Illinois Terminal has some city street operation, there are by-passes around many large cities to permit freight trains to proceed without stalling automobile traffic. There is no telling how long the electric operation will continue, but one official stated that as long as no major reconstruction of the electric power distribution system is required, electric power is cheaper than any other. Diesel engines have, however, in emergencies, handled freight trains over much of the traction trackage.

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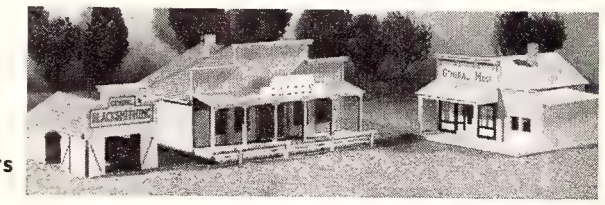

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"Off'n the Table Top"

News and Views of TT

By Glyn Lewis

WHAT'S new? That's always a good question, when you enter the office in the morning and sure enough the guy near the door will look up with an infuriating grin and say "Hi yuh, what's new?" What are you going to tell him? "What's new? Well, this is exciting. I got a seat on the subway this morning." Now, that's not just new, it's news! But this month you can ask "What's new?" and we have an answer. Plenty! Do you know that there are about twenty companies manufacturing products for TT? In England there are three manufacturers producing TT items—even Germany has a company making TT. Your gauge is growing. Hal Joyce's "baby" may be small but it sure gets around.

The British produce a very fine American prototype "T" rail, 70 lb. in TT. It is solid nickel silver, an excellent conductor of electricity and develops that realistic "shine" on the railhead. This rail is no "just as good" or stopgap product, but an extremely fine model rail, an exact duplicate of the real thing. You may say "o.k., that's swell for our English cousins, but how about me?" Take heart. Sherman Dance, West Englewood. New Jersey's, gift to TT, has this rail along with a heavy black fiber tie strip, with holes for spikes in every tie. Yes, and he has the spikes, too, miniature "square," well pointed spikes. Here's the complete story. Rail, in 18" lengths, 12 to a bundle for $1.50, or bundles of 99 feet $5.95 each (packing and postage 25¢). Tie strip, in 50' rolls $1.98, or 100' rolls $3.95. Spikes, 35¢ a package sufficient to lay 100 feet of rail. Hal Joyce of H. P. Products is working on a molded plastic roadbed to be used with this rail. More on this later.

Coming:

Erik Nielson of the Bronx, N. Y., complained so long and so loud about what he wanted that wasn't available, that in order to rest our ears we said, "Go make it yourself!" Erik, a stout-hearted lad (with many years in the manufacturing jewelry line behind him), clamped his favorite pipe between his teeth, and did just that, and being an imaginative fellow as well as handy with a die caster, he has come up with some really fine items. Already available are Semaphore and Bullseye signals very cleverly cast in one piece.

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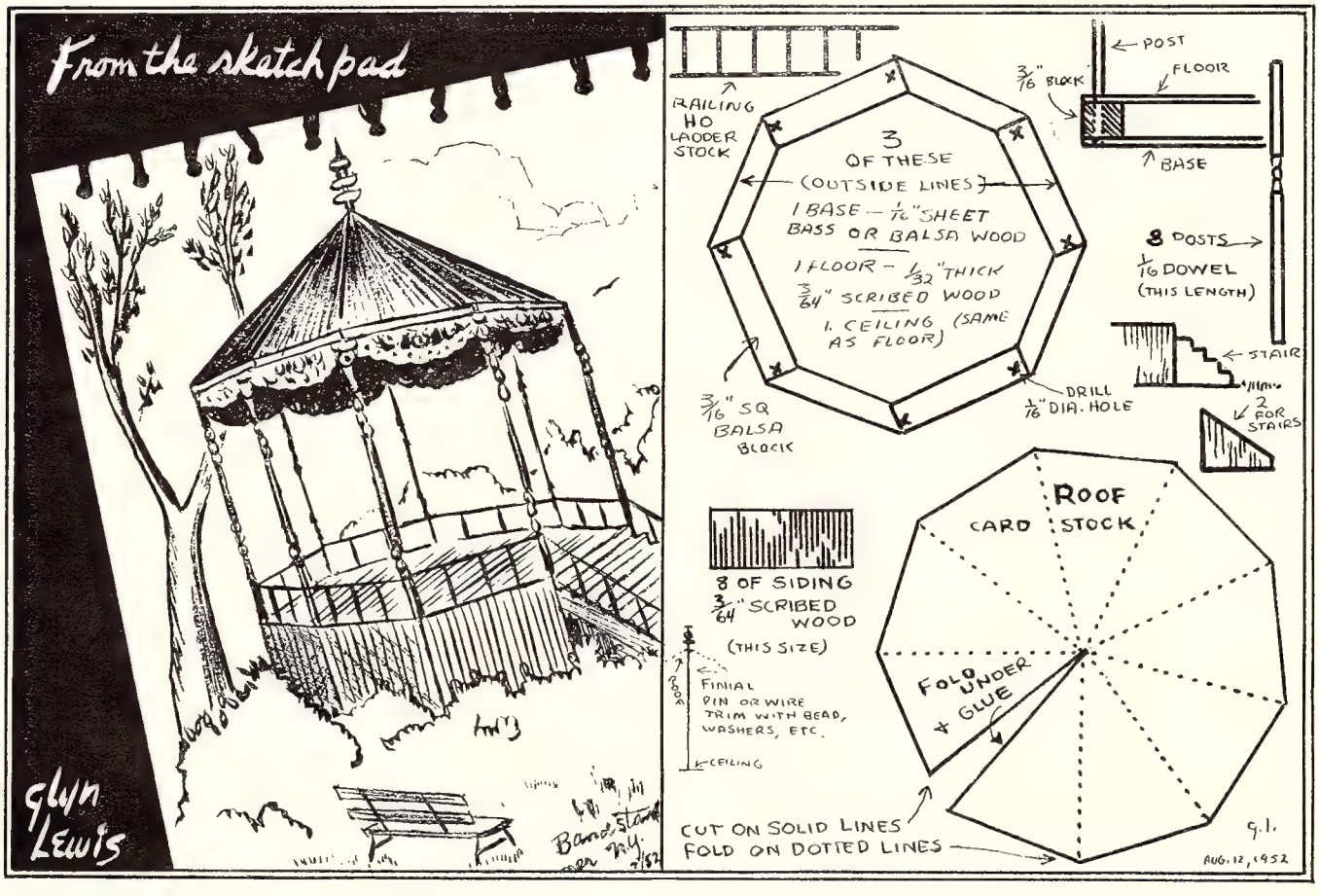

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12 volts at 1 amp, and incorporates a transformer, rectifier, dp. dt. sliding type direction control switch and speed controller. It will operate one TT loco well, and under test we operated 2. The speed controller is a sliding knob that, in turn, moves a contact in a straight line along the secondary winding of the transformer. The speed controller and direction switch both have "off" positions. There is no circuit breaker. Regular power and overloads were applied to the pack for 4 to 5 hours continuously without damage to any part. The speed controller delivers 5 volts at slowest speed. With repeated and continuous use, the speed controller worked very smoothly and seems comparable to a 40 ohm rheostat. This well constructed pack is ideally suited to those who want a small, inexpensive power source to start with, and wish to add packs as they add locos, or as some experts advise, a pack for each block. Price, $13.95.

Due to lack of space, "Power Controls" will be discussed next month.

Send in your photos, gripes, suggestions, and bouquets (if any). . . .

On page 46 you will see, as part of the "new look" of R.M.C., plans for a "quickie" model in TT. Each month on this page in addition to "News and Views of TT" there will appear plans, "how to do it's" on structures, cars, wiring etc.

This little model of a bandstand, a bit of nostalgia found in most small towns reminding us of the days when living was a lot simpler, is a one evening project (and a short evening at that). It was sketched when passing through a small town in upper New York state. Scraps are all that is needed. First cut one octagon from 1/16th" wood for the base, cut two more from 1/32nd scribed wood (we used Northeastern) for ceiling and floor. Make a "sandwich" with base and floor with 3/16" blocks between, cement on siding, drill 1/16th holes as indicated by X's, after cutting dowels (1/16" dia.) insert them in holes and cement (you can "fancy up" the dowels by chucking them in a hand electric drill and holding the edge of a triangular file lightly against the spinning dowel . . . your own lathe!) Cut out roof and cement to ceiling and any "gingerbread" now (ours came from some embossed doillies) build up a finial from a pin or thin nail . . . add beads or small washers to smarten it up. Cement roof unit (now complete and painted) to base (also painted). Add railing, which can be easily made of HO ladder stock. Add steps (with or without hand rail). In painting, any color scheme can be used, green and white, blue and gray, tan and brown are all popular. Remember . . . if yours is an "old time" pike a nice shiny paint job will be fine, but if you are modern, allow the model to be a bit delapidated. Put it in the park and see if it doesn't seem to belong.

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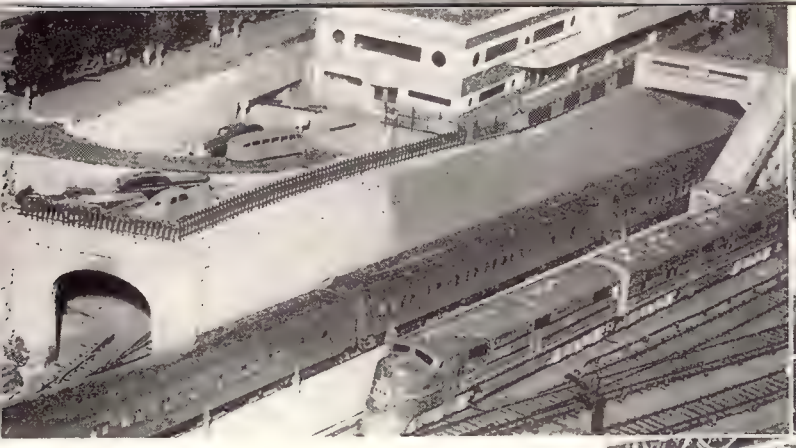


Two level operation has many advantages; it permits a maximum amount of trackage in a limited area and provides for more realistic scenery. The top photo shows a station which serves two levels; this O gauge installation can be found in the Hobby Depot in Elizabeth, N.J.

At the right is another O gauge layout, this one developed by P. L. Barton. It effectively uses open framework type of construction with plaster groundwork yet to be added. Maximum grades are 2%.

YOUR NABOR'S PIKE

A minimum of $5.00 is paid for all photos appearing in this section. Photos are selected on a basis of good photography and reader interest; you are not limited to some super detailed model! Send photos of your pet projects together with building information to: Picture Editor, Railroad Model Craftsman, Ramsey, New Jersey. Mail your pictures today.

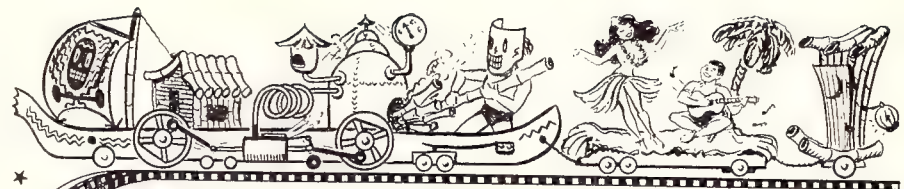
Ed Perkin's entire layout is based on the use of multi-level operation. Long smooth curves and 2% grades are combined to form the various levels.

Main line trackage on the New York Society of Model Engineers O gauge layout can be seen in the foreground with a short branch line on the upper level. Photo by Bill Brundage.

Didja Know?

That Hornby, Marklin, and Trix HO tinplate trains have different track standards . . . A fellow once built a model of a Red Arrow Lines Lightweight trolley in HO scale, but it wouldn't run on HO track: reason, he built the wheels and track right to scale for the 5'2¼" gauge of the prototype line . . . 2-56 screws have 56 threads to the inch . . . To solder zamak die castings use a flux called Sal-Met . . . White-metal die castings will solder easily, but you have to do the job quickly with a very hot iron—regular flux will do . . . It's nice to have a radio in your workshop so you can listen to a baseball game while working on the railroad—I had a swell Saturday not long ago with a doubleheader in Philadelphia in the afternoon and another in Brooklyn at night—hardly time to eat . . . 36 to 40 inches is the popular height for railroad tables; 30" is low enough to sit on a car and work, but it's harder to work underneath.

A trip through the jewelry department of a 5 & 10 may net you a lot of useful items for your layout. Jewels make good headlights while tiny trinkets often are shaped as scale sized bicycles, ironing boards, baby carriages and other similar non-obtainable items.



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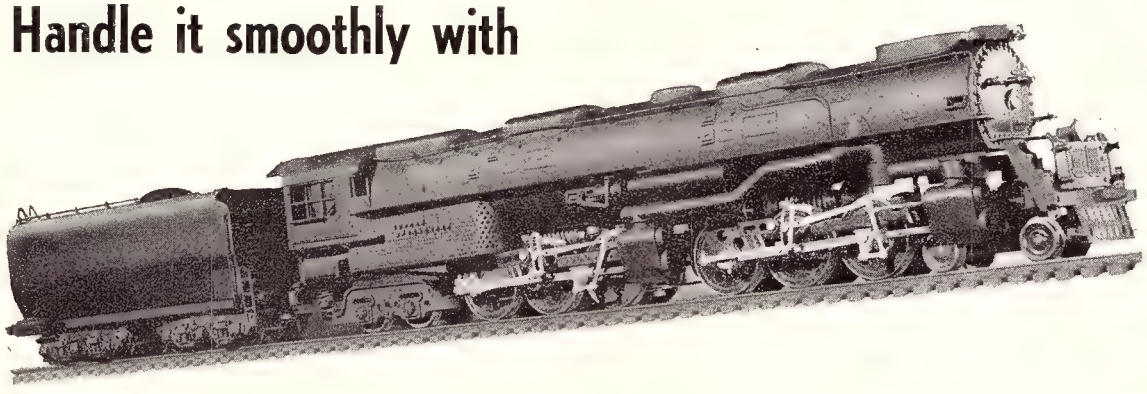

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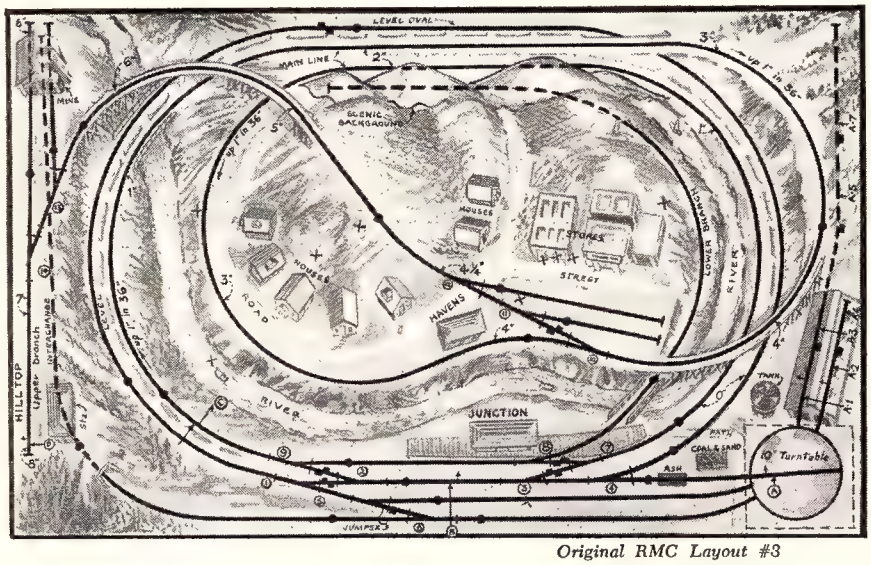

Original RMC Layout #3

INVERTING A LAYOUT

(*Continued from page* 29)

drawn, or at any other portion of the layout as convenient. Notice that in the front, the outer track is low, the inner track is high. Now if we invert this by making the high low, the low high, we get fig. 7 with the outer track high, the inner one low. The advantages will appear shortly.

RMC Layout #3, size five by nine feet, a "perfect" HO layout appearing with full description in the April 1952 RMC, provides us with a springboard. See fig. 8. Notice that it corresponds roughly to the original inside-out figure eight in fig. 6, with the outer track and yard, as well as a level oval, at a low level, the inner track at the front at a high level. A branch line goes up still higher.

By inverting RMC Layout #3, with consequent changes in scenery and incidental changes in trackage, I have accomplished just about what was wanted. Even in rolling country, tracks are at different levels. This can be de-emphasized by having the high country around the edge of the space, the low-lands instead of mountains in the center. Then by changing the scenic background from Skyline's mountain background to their farm background the aspect of the whole layout will be altered.

The large plan shows just such an inversion of RMC Layout #3, with dimensions increased one foot in both length and width. This gives a little more room to spread the tracks and permits such luxuries as an extra yard track and wider radius curves than the original. Grades remain the same, 1:36 (about 3%) but main line switches can be all #6s, although #4s should be used elsewhere as marked.

The branch line, originally rising to a third level, has been simplified somewhat to keep switches within reach. It sticks to the lowest or 1" level, although it could spiral down even lower, such as into an open pit mine.

The interesting thing made possible by putting the high track on the outside of the inside-out figure eight is that additional hidden tracks may be placed *under* the high yard. This gives much more storage space for cars than is apparent on the visible layout, a feature that may appeal to old timers.

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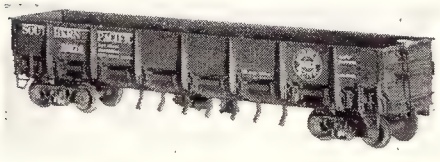
SHOPPERS DIGEST

new product review

Drop Door Gondola

Latest addition to the fleet of HO gauge rolling stock produced by C. J. Ulrich Co. of North Hollywood, Calif. is a general service Gondola. The car is of all-metal, die-cast construction and can be assembled without the use of cement or screws; the entire car is held rigidly together with two cast-on



rivets. Feature of the model is operating doors or hatches (shown open in photo), the first of its kind in the HO gauge field. The prototype has sixteen drop doors in the bottom and, on the model, eight of these operate; those over the trucks are dummy to avoid shorting.

The prototype is adaptable to a variety of loads such as wood, gravel, coal, machinery, pipe, etc. This feature, of course, makes it an ideal car for model use. The kit retails for $2.90, complete with trucks. Current road names available include the Southern Pacific (illustrated), Utah Coal Route, Union Pacific and the Colorado & Southern.

Moisture Absorber

For those of you who have your equipment set up in a cellar or any other spot where dampness might be present, you'll find the Oasis Air Dryer a handy device as a rust and mildew preventative. The compact unit is about knee-high and can remove up to three gallons of water from the air in 24 hours. Unit is spillproof and shatterproof and can operate from any AC outlet. Underwriters Laboratories approved. Produced by the Ebco Manufacturing Co. of Columbus, Ohio.

HO Dynamometer Car

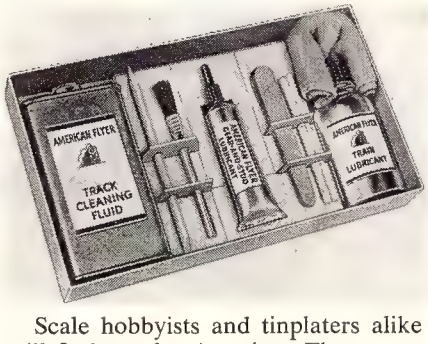
Most unusual piece of rolling stock to make its appearance in the HO gauge field is a "Dynamometer" car produced by the Devore Company. From all outward appearances, the car appears to be a typical combine; when the sliding doors are opened, however, a tiny scale can be seen which accurately measures the pull of your locomotive.

Produced in easy-to-assemble kit form, the car is of all-metal construction with stamped metal roof and sides, die cast ends and floor. The sides are complete with sharp rivet impressions and the floor is fitted with a wealth of underframe detail. All parts are oxidized black or painted and no touch-up painting is required. The complete car, factory-lettered "Dynamometer" can be ready to roll in a few minutes time. Kit is complete with passenger trucks and automatic couplers; retails for $5.95.

Model Builders Contest

Kansas City Kit has announced a big model building contest with a total of $1500 in merchandise to be awarded. It is being held primarily to encourage and interest the younger generation, enabling them to compete in a national contest with others of their own age group. Actually nine contests in one, it will feature three classes, O, S and HO. Judging will be based on neatness of work, authenticity and total cost of completed cars built by the contestant using Kansas City basic body kits. Official entry blanks, rules and complete details are included with Fall and Winter K-C catalog which sells for 25¢; obtainable from: F. A. Simons, 10220 Warnall Rd., Kansas City 5, Mo.

Track Cleaning Outfit



Scale hobbyists and tinplaters alike will find use for American Flyers new track cleaning outfit. Attractively packaged, the kit contains a can of track cleaning fluid, a tube of gear and stud lubricant, a jar of train lubricant, specially treated rag, brush, sanders, picks and "pipe cleaners." Compact and useful; will help to keep trains in running order.

Plastic HO Buildings

Plasticville, U.S.A. have entered the HO gauge field with a series of detailed structures. First models include a combination passenger and freight station, fire house, police station, ranch house and fence and gate, all in knock-down kit form. The complete set of ⅛" scale models retails for $3.59.

HO Gauge Water Tower

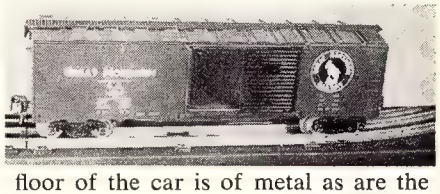
Alexander & Company of Grand Rapids, Michigan, now have an HO gauge water tower available patterned after a type used by the Chicago, Quincy & Burlington. The tank tub is based on the use of a heavy paper tube which is covered with a cardboard wrapper as the outer layer. Materials are also included for tank supports, footings, ladder, black tarred roof, and finial. Kit is complete with easy-to-follow plans.

Old-Time Postal Car

Central Lines Manufacturing Co., Los Gatos, Calif., have added an open end platform Postal Car to their line of old-fashioned HO gauge passenger equipment. Typical of varnish prevalent during the 1890's, the car has elaborately detailed, flexible plastic sides and ends, wood roof and floor plus all necessary hardware parts with exception of trucks.

O Gauge Box Cars

A new line of box cars is now being manufactured by the American Model Toy Co., Auburn, Indiana, for tinplate use. Patterned after the modern 40' steel cars used by many roads, they are available at present lettered for four roads: Erie, Great Northern, Santa Fe, and the Southern. Ready to roll, the cars feature sliding doors and revolving brakewheel, with all ladders, grabirons, roof walk and rivet detail cast into the one piece plastic body. The



floor of the car is of metal as are the trucks and couplers. The couplers are automatic, working on the ramp and pin principle, and will couple with most other tinplate knuckle couplers. The general appearance of the car is excellent; scale modelers can also use this car by replacing the tinplate wheels with scale wheel assemblies and by replacing the tinplate couplers with scale couplers and coupler pocket.

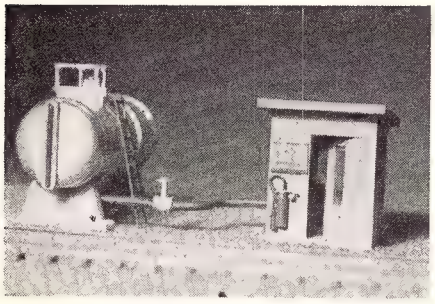
If you are planning to change your address, please give advance written notice to: Circulation Dept., Railroad Model Craftsman, Ramsey, N. J. Don't forget to include your old as well as new address.

Economy Plus in HO Motive Power

Now its the "Booster," Mantua's latest 0-4-0 and easily within the reach of any reader's wallet. This finely detailed, die cast tank locomotive is being offered at the lowest price ever for any complete American steam loco kit! Complete with 12 volt motor, and Mantua auto-couplers; this engine is definitely a buy. This loco is a natural for a subsidiary "industrial" or company owned switching line.

To Promote Our Hobby

Auto Decals boosting our favorite hobby are now available at hobby shops. Measuring 3¼" x 5", these colorful red, yellow, and black stickers have been made available to promote model railroading by the Eastern Model Railroad Manufacturer's Association. Get them at your dealers.



Diesel Facilities

Stewart Models, Providence, R. I., are now manufacturing a diesel fuel tank and pump house, complete with pipes and fire extinguisher. The unit is a companion piece to their fuel pump kit. Especially suited for a small line or a branch line installation not requiring large quantities of oil. HO Gauge.

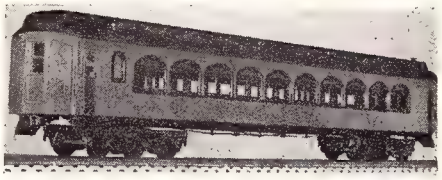
Competitive Note:

Sherman Dance, manufacturer of TT products under the name "Gandy Dancers," is now intent on putting ye scribe out of bizness. . . . Drat you, Sherm! . . . Seriously, Sherm is now publishing an interesting little paper called "Gandy Dancer" Dispatch. The masthead says "Published without Schedule." If you would like a copy, it's free. . . . Just send a request and a stamp to Sherman E. Dance, 61 Highgate Terrace, West Englewood, New Jersey.

Speaking of

OLD TIMERS

The beauty of the "Varnish" cars at the turn of the century is faithfully reproduced in Central Lines coaches . . . and only by our exclusive molded process can you get the true detail of the prototype . . . as shown here in our Vestibule End Coach



And here are more cars for your old-time string of varnish . . . all "open-enders": Virginia & Truckee Combine; 1898 Baggage; Postal Car; Smoker-Baggage; Coach; Business Car; Combine; Buffet-Observation Car; and our famous elaborately detailed Wagner Sleeping Car, the "palace sleeper" of the days before Mr. Pullman, with all the "gingerbread" of that era.

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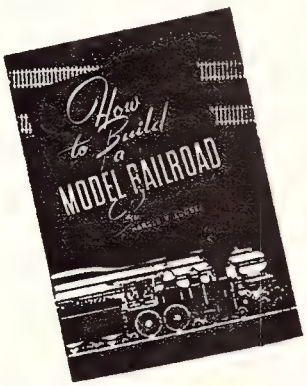

This third Edition of HOW TO BUILD A MODEL RAILROAD has been completely revised and is right up to present day standards. It has many new plans and illustrations (more than 75 are included). "How To Build" will answer all the questions asked by the man who is starting a miniature railroad layout as well as the problems encountered when a model railroad has gotten underway.

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What's Needed

conducted by Bill Schopp

Underfloor HO Power Unit

M. L. R., East Point, Ga. suggests an under-floor HO power truck, perhaps with reduced power output . . . I want it too so I can make open trolleys and flat motors, but aside from HO cars with detailed interior that would be about the limit of the market. One manufacturer actually had a pilot model for such a truck some years ago, but it would have cost over $10,000 to put in production, unwarranted with the prospects of material shortages and the limited market.

Snow Plow Pilot

My own idea is a snow-plow pilot to attach to either diesel or steam engines. Many western roads have these almost permanently attached to the engines during the winter months and I know that the addition of a plow pilot to a model engine would lend class. It probably could be printed, then formed from cardboard; could be etched on brass then shaped; could be entirely cast. The main difficulty would be a way of attaching suitable for nearly all engines. Has any model rail ever made one himself and attached it to his engine?

Link & Pin Couplers

Tom W., Philadelphia, Pa. suggests that with the increasing trend toward old time equipment we should have link and pin couplers, too. They could be made to look like old timers, but work automatically, like most present couplers, from ramps . . . Unless made automatic they would be hard to couple by hand, and there would be incompatability problems with present automatic couplers which have enough trouble that way already. This looks like a specialty item for such a manufacturer as Budd or Kemtron. E. P. Alexander, Yardley, Pa., has castings for two different kinds of O gauge link and pin couplers.

Just A Few Structures!

Building kits needed: old time enginehouse of some sort. Apartment houses; semi-detached house; 1900 era homes; rows of small stores with apartments over, of varying age and decrepitude; frontier type business buildings as seen in any western movie; a supermarket; authentic gas station of some major company; authentic oil bulk plant; shooting gallery and penny arcade, as well as other structures in an amusement park . . . these could probably be supplied as a printed background with fence and few separate buildings for use in front of the backdrop; some dingy buildings such as old school, garage, old factories; a factory building with a freight siding running right into it; old hotel.

Bamboo strips have never been used to any great extent in model railroading. As an oldtime plane builder, I've developed a lot of respect for this material and find it a good substitute for wire in many instances. Acetate cement makes it adhere to anything. It can be split to any desired width with a razor blade.

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HAVE O GAUGE, WANT TO CHANGE TO HO. Will trade or sell. Brass Rail True scale roadbed. Straight and curved. 3 Switch blocks and machines, freight cars. Prefer local deal. Arthur J. Scott, Jr., 1 Cator Ave., Jersey City 5, New Jersey—Delaware 3-2629.

LIONEL "O"—(3) #022 switches, (2) #020 crossing, (23) #05 and (18) #OC track, (2) #UCS track. First $60 takes all. Billy Littlefield, 4017 Estes Rd., Nashville, Tenn.

WANTED: LIONEL LOCOS, 700EW Hudson, 2330 G G 1 Electric Loco, 622 Diesel switcher, solid T rail track & switches or any Lionel scale accessory or light. Will pay cash or trade HO-OO or Marklin. Bruce Alan, 131 Old Oak Lane, Levittown, N. Y.

HAVE: Lionel 700 E, 708E, 228E, Lionel catalogs 1914-1952, Model Craftsman Vol. #1. Want 225 E Locomotive, 2330 GG1 or any Lionel accessories manufactured from 1929 to 1946. Will pay cash or trade. L. Bernstein, 3507-14 Ave., Brooklyn 18, N. Y.

GOING STEAM. Will trade a twin-drive Lindsay Alco kit and a Kemptron diesel switcher kit for a twin-motor Penn T-1 kit or will trade either one for a Penn 2-8-0 or a new Mantua Pacific. Also a GP-7 built up, fan missing to trade. Will consider other types and built up locos if in excellent condition. Earl E. Steiner, Cissna Park, Ill.

WILL SWAP MANTUA AND ROUNDHOUSE COUPLERS for Kadee couplers; Casco Tool-N-Rak set for Varney diesel switcher; Doc's Super-Speed closed frog turnouts, with Tru-Scale blocks, for Atlas or E. & H. #4 brass turnouts; two TT box cars for one HO car. All items new or excellent condition. Write Harlan Lane, 119 Broadview Ave., Kingsport, Tenn.

WANT TO BUY: Great Northern electric type HO locomotive. Kit was made by DENISE. Will consider without motor or burned out motor, otherwise must be in good condition. Must be reasonable. T. B. Akarman, PO Box 25, Absecon, N. J.

WANTED: Sound effect record with narration by Bill Stern and an Ideal Lionel model layout blueprint, designed by Robert M. Sherman, both put out by Lionel in 1947. Have excess catalogs and magazines to trade. Al Pepe, 250 6th Ave., Brooklyn, N. Y.

TT GAUGE MODEL RAILS anywhere. Would like to swap ideas. Help solve your problems etc. in this gauge. L. K. Klingaman, 1016 N. 19th St., Allentown, Penna.

WORK WANTED: Structure building for HO set-ups. Buildings, dams, bridges built to scale and order. Inside detail if desired. Dean S. Carlson, Box 113, Lanyon, Iowa.

SAVE $50: TT Gauge—three locos, cars, equipment. Carefully assembled and kits. Excellent and new. Cost $180, will sell all for $130 cash. List for stamp. Jack Hardt, 6398 Church Rd., Philadelphia 31, Pa.

WILL TRADE: Three Lionel master catalogs 1937-39 delux finish & color, plastic binding, complete with price lists. Want AM Flyer standard Ga. equipment. S. Stanley, 3313 W. Kiernan Ave., Spokane 14, Wash.

WANTED: Icken O gauge P.R.R. L-1 2-8-2. J. M. Prophet 3rd, 55 Meadow Road, Buffalo 16, N. Y.

PASSES; THE AMERICAN NATIONAL RAILROAD SYSTEM wishes to trade passes with other model railroads thruout the world. Robert J. Jefferys, 4430 Presidio Drive, Los Angeles 8, Calif.

HAVE: Stamp album with 1500 stamps; 2lb. Mission Mix; Japanese railroad tickets; Japanese steam and electric loco pix; one pair 4 wheel Ives trucks, Tootsie Toy autos; SF novels. WANT: AF "S" cars #633 (white) #652 (red) #653 (red) or train cats and magazines. C. W. De Leuze, 3539 Oltman Street, Pittsburgh 4, Penna.

WANTED Standard Gauge cars or engines any condition. Also 1927 Ives AF or Lionel catalogs. Cash. J. Morrell, Box 185, La Grange, Ill.

AFTER 15 YEARS I AM SWITCHING from HO to ¼" scale. Will sell or trade my HO equipment for "O" gauge two rail scale equipment. Please send self addressed stamped envelope for list. D. E. Wagner, 4514 W. 72 Terr., Kansas City 15, Mo.

WILL TRADE HO Bowser Mountain kit in original package for HO Lawrence GP-7 Road switcher kit. Reciprocal examination privilege. V. E. Smith, 822 E. High, Colorado Springs, Colo.

NEARLY NEW HO LAYOUT with much additional equipment entirely unused including Penn Pacific locomotive with Vanderbilt tender, Roundhouse switcher, many freight cars, some still in kits, numerous turnouts on wood beds complete with switch machines, track on wood bed, electric switches, control panel with meters and transformer-rectifier setup as well as numerous miscellaneous items. Will swap preferable for an 8 foot Sabot Class pram sailing dinghy complete or in kit form, O gauge equipment, machine tools or will sell at a real bargain. Send for complete list, L. M. Asher, Box 911, Sherman Oaks, Calif.

HAVE: rare 1926 "Buddy-L" live steamer train for sale. Will take Lionel #6, #7, #54 locos and #29 day coaches & 21" pass. cars in part trade. W. Krames, 139 Windsor Rd., Yardley, Pa.

HAVE: a small stamp collection of Catalogue value approximating $50. There is nothing of exceptional value, but the collection is in good condition and would be a good started set or good for a beginner who hasn't much now. I would like to trade for any AF S Gauge Equipment, or sell cheap. Joyce Dudley, 9 Payne Rd., Newton Highlands 61, Mass.

FOR SALE OR TRADE: Bowser Pacific and tender kits, Standard Gauge track, switches, and 90° crossings. Want HO items, old tinplate, old tinplate catalogs, or what have you. R. Ragan, M.D., 1657 Euclid Ave., Flint, Michigan.

WANTED: 8 Wh Marx Frt. cars, semi auto couplers, series 3550—Have R.M.C., M. R. railroad magazines. Clinton A. Adair, 1216 Magnolia St., Vicksburg, Mississippi.

WILL SELL OR TRADE American Flyer toy railroad set for cash or HO equipment. Set is in beautiful detail and condition. You name price, or list what you have to trade. (Cost for the layout new was $67.50.) D. Henderson, 1208 Victoria St., North Chicago, Ill.

COLLECTOR DISPOSING OF: very large collection of old toy and scale cats; complete sets of bound volumes of all model railroad magazines. Will sell in sets only. Ives trolley, AF standard chrome set, voltamp caboose. Ives tin floor loco. Ray Menendian, 34 No. High, Columbus 15, Ohio.

AMERICAN FLYER S GAUGE FOR SALE or trade for HO. Write for list. Al Eyde, Jr., 209 Seminole Ave., Absecon, N. J.

FOR SALE OR TRADE: MODEL CRAFTSMAN, VOL. 1 and 2 in fine new condition. Also early scarce issues of Model Railroader. Will trade for models or railroadiana items. Make offer. Wm. H. Cox, 1146½ S. Clark Drive, Los Angeles 35, California.

HELP WANTED

WANTED: All around train man for the Hobby House, 800 Huron Road, Cleveland, Ohio.

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Index of Advertising October 1952

—A—
All Nation Hobby Shop 36
Athearn, Irvin ..... Cover 4
Atlas Tool Company ..... 16 & 17
Ayres Scale Models 39
—B—
Bowser Manufacturing Co. 43
—C—
Carl's Model Supply 36
Carpenter, Jean 50
Central Lines Mfg. Co. 47
Comet Metal Products Co. 41
Corr's Model Supply 4
—D—
Dance, Sherman 41
Devore 44
—E—
Electronic & Hobbycraft Stores 39
—G—
Gardner, The Train Doctor 43
—H—
Hobby House, Inc. ..... Cover 11
Hobby Stop 48
H. P. Products 41
—L—
Lionel Corp. 6
Little Engines 36
Lobaugh, Rollin 41
—M—
Mantau Metal Products ..... Cover 111
Marnold Company 39
Miller, Robert E. 50
Miniature Locos 44
Miniature Trucks 48
Model Die Casting Co. 25
Model Pike Products 48
Model Railroad Equip. Corp. 41
Morris, J. I. 5
—N—
Nielsen, E. S. 41
—O—
Oddo's Train Shop 41
—P—
Peare Engineering Corp. 38
Pennsylvania Scale Models 44
Polk's Modelcraft Hobbies 50
—S—
Scalite 41
Schraeder Instruments 39
Schopp, Bill 41
Schultz & Lawrence 39
Scintilla Rail & Power 9
Silver Streak Corp. 36. 39. 48, 50
Simmons Boardman 30
Simons, F. A. 36
Special Shapes 39
—T—
Thomas Industries 41
Trost Model Hobbies 47
Tru-Scale Models 43
Tucson Trainshop 43
—U—
Ulrich, C. J. 37
United Drafting Products 48
—V—
Vavrinek, LeRoy J. 41
—W—
Wentzco 44

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About the Blueprint Supplement

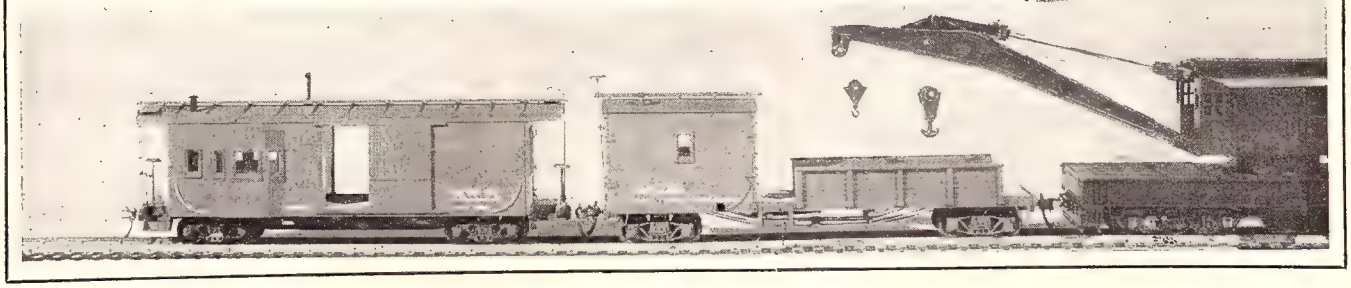
This month the Blueprint Supplement features plans for the C. P. Huntington; below is a paint schedule as obtained from the late Mr. Russell, former Superintendent of motive power of the Southern Pacific back in 1930. Mr. Russell personally remembered the old Central Pacific locomotive and, while he gave the schedule from memory, it can hardly be doubted that from a person of his interests it is not highly accurate. This color scheme of the Central Pacific is acknowledged by the SP as probably being better than that of any record which they have. It should be remembered that all records prior to 1906 were lost to the SP during the earthquake and fire of San Francisco at which time the main offices and records of the Southern Pacific and Central Pacific were completely destroyed.

—Ulrich B. Graff

Paint Schedule for C. P. Huntington

PART	BODY COLOR	TRIM
Sides, Forward Pilot Platform	Wine	Gold & Pea Green
Top, Forward Pilot Platform	Wine	none
Cowcatcher (& I don't mean pilot)	Perm. Red	none
Coupling Bar & Socket	Black	none
Headlight	Wine	Gold & Pea Green
Smokebox Cover	Graphite	none
later on,	Wine	Brass
Smokebox Body	Wine	none
Smokestack	Wine	Gold & Pea Green
(Original was balloon stack)	Black	none
Valve Chest: Top	Wine	none
Body	Perm. Red	none
Saddle	Wine	Gold & Pea Green
Cylinder Covers	Wine	Brass nut
Cylinder Jackets	Russia iron	Brass bands
Pilot Wheels	Perm. Red	Silver & black
Sand Dome: Cover	Brass	none
Top	Black	none
Body	Wine	Gold, Pea & Med. Green
Base	Wine	Gold
Steam Dome	Same as above, brass	fittings
Number Plate	Perm. Red	Raised brass "1"
Boiler Lagging	Russia Iron	none
Boiler Bands	Brass	
Running Boards: Top	Yellow Ochre	none
Sides	Black	none
Bottom	Wine	none
Drivers	Perm. Red	Silver & Yellow on spokes
Mud Guard: Top	Black	none
Bottom	Red Oxide	none
Connecting Rod	Polished Steel	
Cab: Roof	Yellow Ochre	none
Doors & Windows	Medium Green	none

No pike complete without a "big hook" and *Silver Streak* work train.



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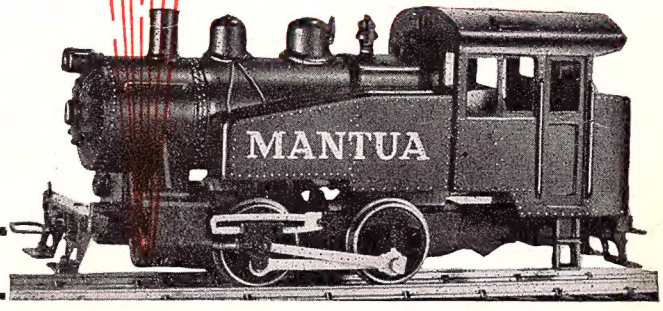
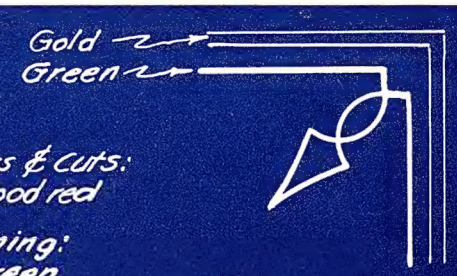


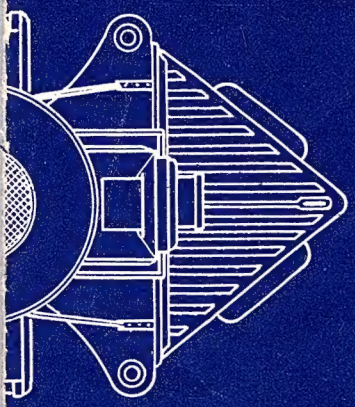
Scintilla is cooperating with Mantua by offering the New Primerpack.

See The "Booster" at your Dealers—Oct. 10th

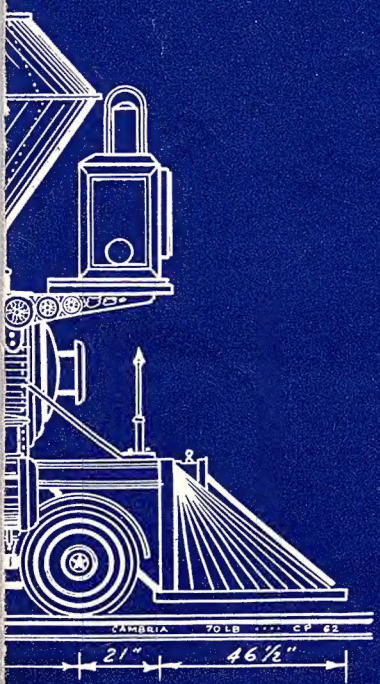
TENDER MONOGRAM

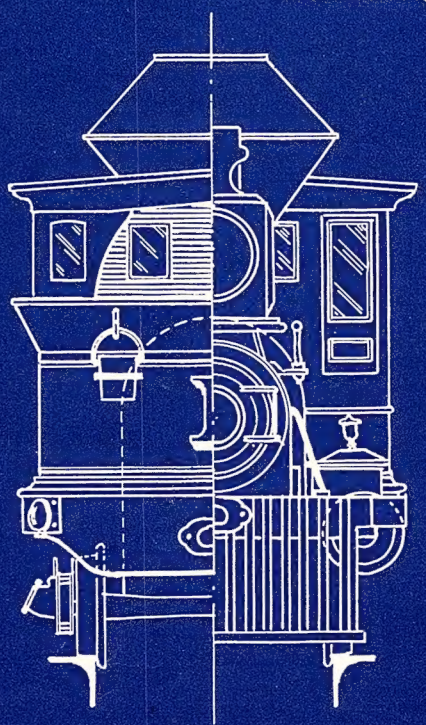


HEADLIGHT TRIM



TENDER & DOME NUMERAL.

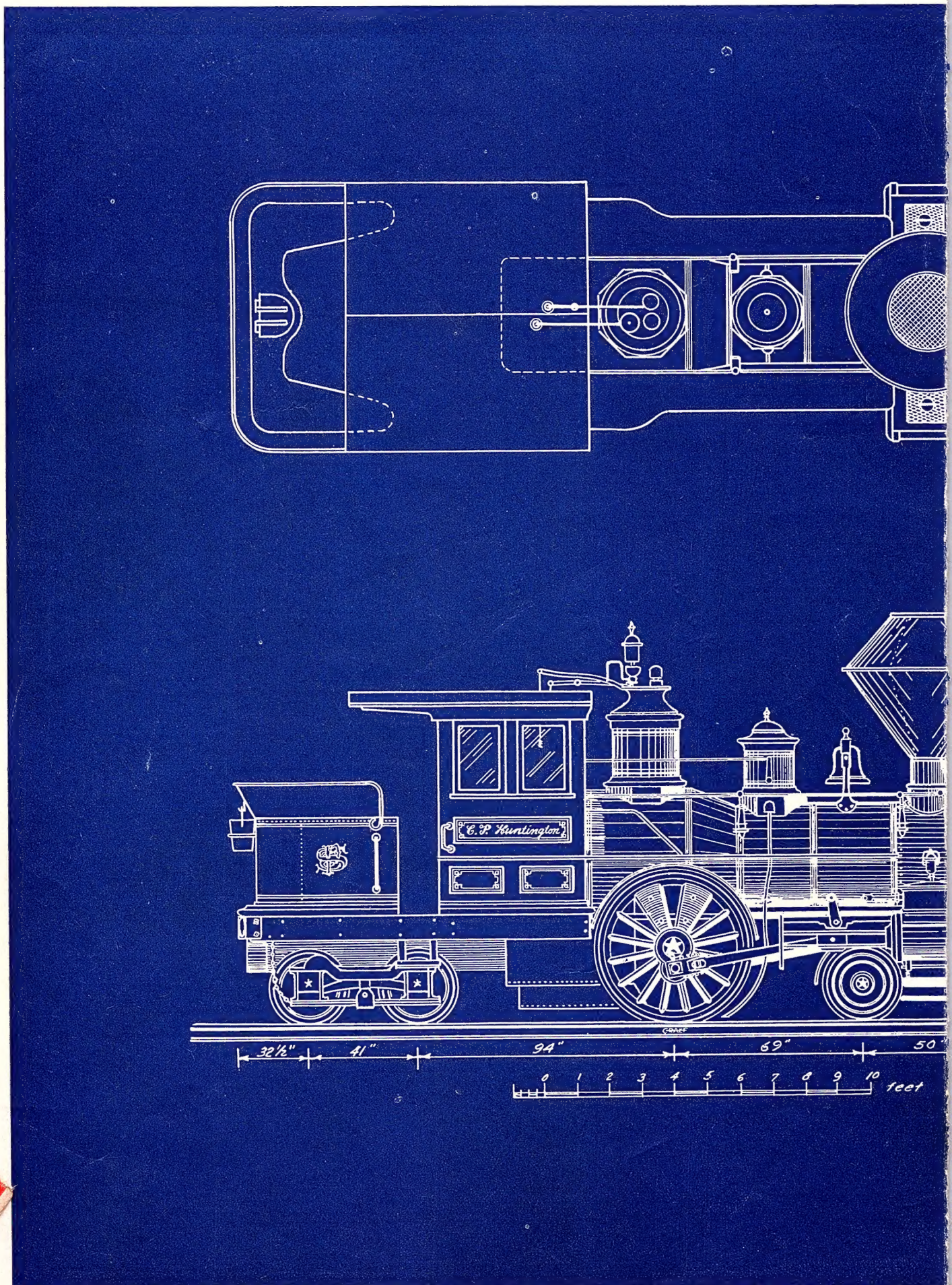




S.P. Co. C. & P. Huntington.-1863

Scale: 1/4" = 1'-0" U. B. GRAFF 1952

Supplement to railroad model Craftsman


C. P. Huntington
32½"
41"
94"
69"
50
0 1 2 3 4 5 6 7 8 9 10
feet

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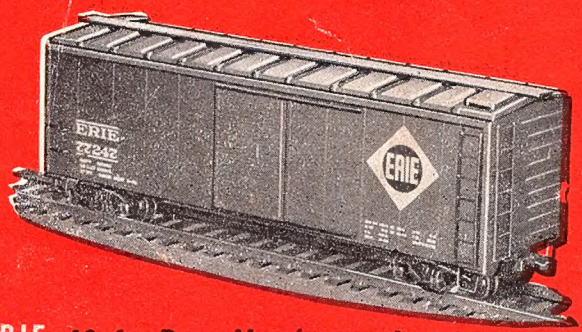

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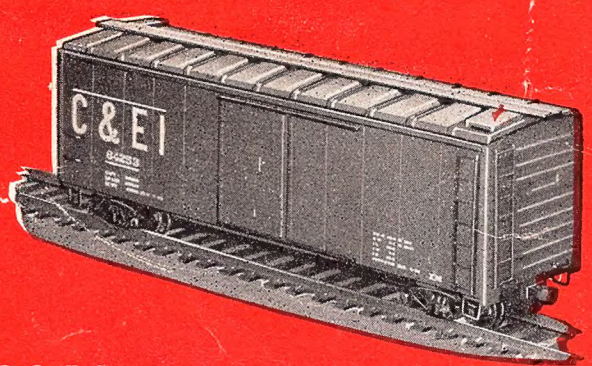

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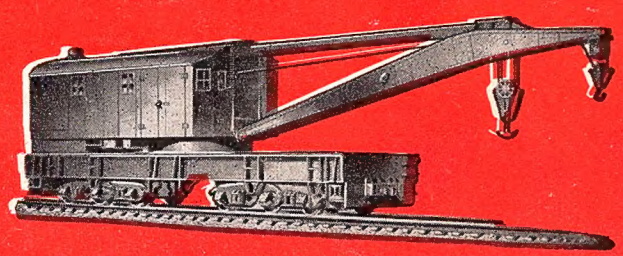

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